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ACCOUNTS AND PAPERS:

THIRTY-TWO VOLUMES.

—*(22.)*—

SHIPPING.

PILOTAGE.

Session

10 *December* 1868 — 11 *August* 1869.

VOL. LV.

1868-9.

ACCOUNTS AND PAPERS:

1868-9.

THIRTY-TWO VOLUMES:—CONTENTS OF THE

TWENTY-SECOND VOLUME.

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RETURNS "of the TOTAL NUMBER and TONNAGE of SAILING and STEAM VESSELS (of and under and above Fifty Tons) remaining on the Register on the 31st day of December 1868, of—

(a) Each Port of the *United Kingdom*, distinguishing the Totals of those Ports situate on any one River;

(b) The *Isle of Man* and *Channel Islands*;

(c) Each Port of the Colonies;

(d) Total for *United Kingdom* and British Possessions:"

"Of the NUMBER and TONNAGE of SAILING and STEAM VESSELS, distinguishing Iron, Wood, and Composite, placed on the Registers of Ports in the *United Kingdom* during the Year 1868; distinguishing also the Ports of Registry of Colonial-built and Foreign-built Vessels, and giving the Number and Tonnage-built in each Colony:"

"Of the NUMBER and TONNAGE of SAILING and STEAM VESSELS Sold and Transferred, Wrecked, and Broken up during the Year 1868:"

"Of the NUMBER and TONNAGE of SAILING and STEAM VESSELS (including their repeated Voyages), that Entered and Cleared during the Year 1868, in the Coasting, Colonial, and Foreign Trades respectively, at each of the Ports of the *United Kingdom*, including the *Isle of Man* and *Channel Islands*, distinguishing British from Foreign Vessels:"

"AGGREGATE RETURN of the above:"

"And, RETURN of the NUMBER and TONNAGE of SAILING and STEAM VESSELS (including their repeated Voyages), that Entered and Cleared in the Foreign Trade during the Year 1868, at Ports in the *United Kingdom*, separating British from Foreign Vessels, and distinguishing the Trade with each Country."

Board of Trade,
3 June 1869.

T. H. FARRER.

(*Mr. Stevenson.*)

Ordered, by The House of Commons, *to be Printed*,
9 *June* 1869.

RETURN of the TOTAL NUMBER and TONNAGE of SAILING and STEAM VESSELS (of and under and above Fifty Tons) remaining on the Register on the 31st day of December 1868, of—

(a.) Each Port of the *United Kingdom*, distinguishing the Totals of those Ports situate on any one River.

PORTS.	SAILING VESSELS				STEAM VESSELS			
	Of and under 50 Tons.		Above 50 Tons.		Of and under 50 Tons.		Above 50 Tons.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
ENGLAND:								
Aberystwith	80	2,822	279	36,413	-	-	6	554
Arundel	32	976	45	7,514	—	—	—	—
Barnstaple	58	1,931	27	2,143	2	30	—	—
Barrow	-	-	5	866	-	-	4	1,037
Beaumaris	122	4,004	165	14,849	—	—	—	—
Berwick	13	483	11	1,226	1	11	—	—
Bideford	53	1,748	72	8,545	—	—	—	—
Boston	80	2,841	53	4,960	1	15	1	91
Bridgwater	72	2,817	60	8,712	3	53	2	211
Bridport	-	-	9	1,525	—	—	—	—
Bristol	161	4,674	152	51,442	20	526	29	4,383
Brixham	27	1,025	80	11,770	—	—	—	—
Caernarvon	160	5,293	361	38,035	3	54	2	226
Cardiff	32	880	57	19,857	33	594	7	1,540
Cardigan	82	2,320	59	6,278	—	—	—	—
Carlisle	8	288	16	2,154	1	27	4	770
Chepstow	36	973	11	857	—	—	—	—
Chester	49	1,703	80	6,277	2	59	9	2,124
Colchester	243	4,778	93	12,710	—	—	—	—
Cowes	147	3,923	65	7,416	6	214	4	406
Dartmouth	114	3,823	139	18,192	6	165	1	130
Deal	2	33	8	742	—	—	—	—
Dover	30	823	23	2,939	1	22	2	134
Exeter	31	853	83	12,988	1	13	—	—
Falmouth	38	1,216	91	14,929	8	214	—	—
Faversham	198	6,083	193	28,643	2	22	—	—
Fleetwood	41	1,252	44	9,918	1	17	5	1,818
Folkestone	6	84	23	3,322	—	—	—	—
Fowey	34	1,154	143	15,093	—	—	—	—
Gainsborough	11	442	2	114	9	299	2	190
Gloucester	259	7,632	67	7,103	6	143	3	390
Goole	189	7,835	296	22,001	7	169	12	2,570
Grimsby	173	5,644	122	8,402	7	122	13	5,007
Hartlepool	4	96	86	21,274	-	-	7	4,304
Ditto, West	4	114	70	14,506	4	55	14	5,576
Harwich	67	2,189	64	6,818	-	-	7	3,384
Hayle	-	-	29	4,199	-	-	4	796
Hull	312	12,003	194	30,582	16	280	102	56,503
Ipswich	49	1,533	126	13,909	6	262	5	436
Lancaster	27	997	154	25,772	4	94	3	216
Liverpool	262	9,289	2,208	1,288,545	64	1,890	350	205,171
Llanelly	20	527	70	10,792	4	107	2	242
London	814	28,293	1,674	796,348	187	5,057	482	272,510
Lowestoft	204	5,284	65	7,409	4	86	1	131
Lyme	5	177	4	450	—	—	—	—
Lynn	63	2,185	76	10,249	—	—	—	—
Maldon	110	3,746	69	7,863	—	—	—	—
Maryport	12	236	108	21,683	4	99	—	—
Milford	72	1,862	43	6,920	3	60	1	281
Newhaven	16	286	20	3,316	1	16	7	1,271
Newport	15	566	92	19,801	1	11	3	384

Ports.	Sailing Vessels				Steam Vessels			
	Of and under 50 Tons.		Above 50 Tons.		Of and under 50 Tons.		Above 50 Tons.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
England—*cont*^{d}.								
Padstow	42	1,732	89	9,994	—	—	—	—
Penzance	32	773	68	7,921	1	20	—	—
Plymouth	225	6,766	186	41,127	12	397	1	59
Poole	38	1,088	50	8,114	3	66	1	145
Portsmouth	163	4,111	115	13,969	5	89	5	324
Preston	48	1,810	59	5,561	7	211	1	279
Ramsgate	168	5,261	23	2,831	1	10	—	—
Rochester	694	24,587	82	9,616	6	180	3	639
Runcorn	26	1,039	58	3,885	—	—	—	—
Rye	38	826	46	4,974	1	21	—	—
St. Ives	57	1,005	67	7,270	—	—	—	—
Salcombe	5	159	41	8,797	—	—	—	—
Scarborough	122	4,525	95	26,050	2	66	—	—
Scilly	12	353	28	6,177	—	—	1	67
Shoreham	26	521	140	33,345	1	15	—	—
Southampton	136	3,871	87	11,275	15	481	40	14,218
Sunderland	94	2,797	754	219,560	48	695	65	31,160
Swansea	23	667	164	41,423	19	450	10	1,961
Teignmouth	6	144	46	5,663	1	23	—	—
Truro	13	398	46	5,022	—	—	—	—
Wells	69	1,786	62	8,583	4	49	—	—
Weymouth	22	581	43	4,844	2	49	5	573
Whitby	45	1,612	303	63,665	1	21	3	1,415
Whitehaven	15	344	160	25,357	2	48	2	320
Wisbeach	9	372	26	4,467	2	38	5	2,627
Woodbridge	33	1,070	30	2,214	—	—	—	—
Workington	1	30	78	19,760	1	17	—	—
Yarmouth	497	15,429	157	18,111	8	146	3	491
River Tees:								
Middlesborough	12	406	53	9,247	23	564	19	5,326
Stockton	7	179	12	3,178	9	238	5	1,350
Total, River Tees	19	585	65	12,425	32	802	24	6,676
River Tyne:								
Newcastle	160	4,275	283	110,565	108	2,222	60	25,207
Shields	21	557	524	159,986	146	2,601	12	4,791
„ South	6	192	248	88,221	38	769	2	283
Total, River Tyne	187	5,024	1,055	358,772	292	5,592	74	30,281
Total, England	7,502	239,002	12,309	3,669,143	884	20,272	1,337	664,021
SCOTLAND:								
Aberdeen	9	331	245	93,362	6	110	11	4,256
Alloa	10	326	22	9,937	3	66	3	211
Arbroath	4	168	77	12,778	—	—	—	—
Ardrossan	46	1,313	48	10,654	4	98	3	415
Ayr	13	459	40	8,718	—	—	3	821
Banff	21	680	105	14,432	—	—	—	—
Borrowstoness	16	458	29	4,911	2	56	—	—
Campbeltown	20	708	6	394	—	—	4	416
Dumfries	45	1,489	49	10,225	1	46	—	—
Dundee	8	255	157	40,262	3	98	24	8,365
Grangemouth	14	428	30	8,701	8	181	10	3,114
Granton	1	38	6	859	—	—	—	—
Inverness	127	2,906	83	8,340	—	—	—	—
Irvine	8	261	11	2,243	1	15	—	—

Ports.	Sailing Vessels.				Steam Vessels.			
	Of and under 50 Tons.		Above 50 Tons.		Of and under 50 Tons.		Above 50 Tons.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Scotland—*contd.*								
Kirkaldy	12	335	18	2,767	3	107	2	480
Kirkwall	28	910	15	1,184	2	69	1	62
Leith	44	1,403	81	23,623	23	519	56	23,493
Lerwick	63	1,887	20	1,353	- -	- -	1	64
Montrose	4	122	105	17,926	2	40	—	—
Perth	10	254	41	4,839	—	—	—	—
Peterhead	15	431	59	8,958	- -	- -	4	1,081
Stornoway	18	452	9	1,034	—	—	—	—
Stranraer	30	1,032	17	2,401	—	—	—	—
Troon	- -	- -	11	2,955	- -	- -	1	133
Wick	19	536	55	6,131	1	44	—	—
Wigtown	39	1,240	10	1,476	- -	- -	1	284
River Clyde:								
Glasgow	164	5,721	406	261,254	62	1,810	226	109,673
Greenock	156	4,769	204	112,511	20	508	18	2,448
Port Glasgow	17	600	5	6,212	5	135	6	1,011
Total, River Clyde	337	11,090	615	379,977	87	2,453	250	113,132
Total, Scotland	961	29,512	1,964	680,440	146	3,902	374	156,327
IRELAND:								
Ballina	1	17	- -	- -	1	37	—	—
Belfast	179	6,030	323	53,772	6	120	11	2,527
Coleraine	2	79	5	598	1	18	1	64
Drogheda	4	90	30	3,098	- -	- -	5	1,508
Dublin	338	10,034	198	26,688	18	475	43	14,147
Dundalk	4	167	27	2,241	- -	- -	4	1,588
Galway	6	200	3	824	- -	- -	1	67
Limerick	26	754	13	4,106	- -	- -	3	1,281
Londonderry	6	204	25	8,843	1	33	2	111
Newry	70	2,174	34	2,440	2	36	2	264
Ross	2	39	7	1,746	—	—	—	—
Skibbereen	67	1,637	2	110	—	—	—	—
Sligo	8	213	11	2,518	1	34	3	773
Waterford	46	1,115	75	8,131	2	48	39	22,976
Westport	4	96	1	142	—	—	—	—
Wexford	17	571	79	9,506	2	52	—	—
Youghal	1	48	32	3,932	—	—	—	—
River Lee:								
Cork	153	3,922	153	23,632	16	449	29	9,466
Tralee	13	364	—	—	—	—	—	—
Total, River Lee	166	4,286	153	23,632	16	449	29	9,466
Total, Ireland	947	27,754	1,018	152,327	50	1,302	143	54,772
	(b.) The *Isle of Man* and *Channel Islands*.							
Isle of Man	219	5,885	55	4,525	- -	- -	5	1,492
Channel Islands	203	5,797	322	63,848	3	38	2	171

(c.) Each Port of the Colonies.

	Sailing Vessels.				Steam Vessels.			
	Of and under 50 Tons.		Above 50 Tons.		Of and under 50 Tons.		Above 50 Tons.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Europe:								
Malta	59	1,036	92	28,120	3	82	2	353
Gibraltar	31	842	38	8,749	3	51	2	131
Africa:								
Sierra Leone	30	708	6	827	-	-	1	154
Bathurst	18	440	12	1,484	—	—	—	—
Cape of Good Hope	17	524	41	10,508	1	33	1	102
Mauritius	70	2,210	49	10,924	-	-	1	89
Asia:								
Bombay	4	102	142	37,532	1	38	13	2,313
Calcutta	1	23	94	62,044	-	-	21	3,955
Rangoon	2	67	28	11,275	1	45	1	98
Cochin	-	-	29	6,634	—	—	—	—
Coringa	-	-	4	945	—	—	—	—
Madras	-	-	10	3,366	—	—	—	—
Penang	21	869	54	10,811	—	—	—	—
Singapore	66	2,265	90	23,841	1	32	6	1,113
Ceylon	195	6,386	145	11,700	-	-	1	266
Moulmein	-	-	7	4,491	-	-	1	100
Hong Kong	1	28	66	23,677	1	41	16	5,432
Australia:								
Sydney	170	4,837	290	54,151	28	610	70	14,631
Newcastle	10	283	28	5,710	2	54	3	255
Melbourne	143	3,853	315	51,713	13	360	16	1,608
Hobart Town	68	1,801	56	11,138	2	75	6	1,519
Launceston	38	796	14	2,057	3	91	—	—
Adelaide	41	1,075	53	10,764	10	260	22	2,654
Fremantle	35	379	8	1,442	2	35	—	—
New Zealand	240	6,489	89	13,692	15	467	26	3,219
Brisbane	30	763	10	784	—	—	—	—
America (British Northern Colonies):								
Newfoundland	986	30,258	434	42,670	2	73	7	1,203
Canada	377	12,374	542	101,335	53	1,319	97	20,155
New Brunswick	357	9,026	652	216,667	17	304	17	3,947
Nova Scotia and Cape Breton.	1,698	47,312	1,745	353,173	4	143	9	1,365
Prince Edward Island	102	2,994	172	34,829	-	-	5	1,662
British West Indies:								
Antigua	59	834	7	633	—	—	—	—
Barbadoes	14	446	41	7,050	-	-	2	750
Dominica	6	142	2	380	—	—	—	—
Grenada	27	413	—	—	—	—	—	—
Jamaica	89	2,211	39	5,469	-	-	1	283
Montserrat	-	-	3	171	—	—	—	—
Nevis	2	39	—	—	—	—	—	—
St. Christopher	17	303	13	1,950	—	—	—	—
St. Lucia	9	322	1	149	—	—	—	—
St. Vincent	22	417	2	148	—	—	—	—
Tobago	-	-	—	—	—	—	—	—
Tortola	21	227	7	1,264	—	—	—	—
Trinidad	57	885	6	753	-	-	1	234
Bahamas	299	5,743	223	35,442	-	-	6	2,226
Bermuda	6	199	42	8,022	—	—	—	—
Demerara	45	1,202	26	3,737	2	75	3	518
Berbice	17	300	2	133	—	—	—	—
Ruatan	16	207	1	183	—	—	—	—
Belize	86	1,991	38	4,473	2	81	—	—

(d.) Total for *United Kingdom* and British Possessions.

	Sailing Vessels.				Steam Vessels.			
	Of and under 50 Tons.		Above 50 Tons.		Of and under 50 Tons.		Above 50 Tons.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
United Kingdom -	9,410	296,268	15,291	4,501,910	1,080	25,476	1,854	875,120
Isle of Man and Channel Islands.	422	11,682	377	68,373	3	38	7	1,663
British Possessions -	5,602	153,981	5,768	1,227,010	166	4,269	357	70,335
Total - - -	15,434	461,931	21,436	5,797,293	1,249	29,783	2,218	947,118

General Register and Record Office of Shipping and Seamen, London, 3 June 1869.

John J. Mayo, Registrar General of Shipping and Seamen.

RETURN of the Number and Tonnage of Sailing and Steam Vessels, distinguishing Iron, Wood, and Composite, placed on the Registers of Ports in the United Kingdom, during the Year 1868; distinguishing also, the Ports of Registry of Colonial-built and Foreign-built Vessels, and giving the Number and Tonnage built in each Colony.

Total placed on the Registers.

Sailing Vessels.								Steam Vessels.								Total.	
Iron.		Wood.		Composite.		Total.		Iron.		Wood.		Composite.		Total.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
164	132,406	684	137,834	30	20,237	878	290,477	188	75,695	39	1,134	5	2,267	232	79,096	1,110	369,573

Of the above, the following were Colonial-built Vessels.

Ports where Registered.	Colonies where built.									
	Channel Islands.		Canada.		New Brunswick.		Nova Scotia, and Cape Breton.		Prince Edward Island.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Bristol - - -	–	–	–	–	1	1,158	–	–	–	–
Liverpool - - -	2	1,018	2	1,927	13	13,683	3	1,854	1	198
Llanelly - - -	–	–	–	–	–	–	–	–	1	197
London - - -	–	–	2	1,442	–	–	–	–	–	–
Maryport - - -	1	27	–	–	–	–	–	–	–	–
Portsmouth - - -	1	15	–	–	–	–	–	–	–	–
Shields, South - -	–	–	–	–	1	1,013	–	–	–	–
Swansea - - -	–	–	–	–	–	–	–	–	5	1,066
Aberdeen - - -	–	–	–	–	–	–	1	101	–	–
Glasgow - - -	–	–	–	–	2	1,668	–	–	–	–
Total built in each Colony - - -	4	1,060	4	3,369	17	17,522	4	1,955	7	1,461

Of the above, the following were FOREIGN-BUILT VESSELS.

PORTS WHERE REGISTERED.	VESSELS.	TONS.	PORTS WHERE REGISTERED.	VESSELS.	TONS.
Bridgwater	1	48	Rye	1	20
Cardiff	1	78	Scarborough	1	103
Carlisle	1	114	Shields, South	2	1,986
Cowes	1	39	Sunderland	3	1,312
Dover	1	31	Wells	2	123
Falmouth	2	536			
Gloster	1	647			
Grimsby	3	571	Aberdeen	1	63
Hayle	1	449	Inverness	2	159
Liverpool	15	16,860	Montrose	1	102
London	13	5,778			
Lowestoft	1	280			
Lynn	1	45	Belfast	1	165
Milford	1	37	Londonderry	2	303
Padstow	1	53	Newry	1	91
Poole	1	21	TOTAL	62	30,014

General Register and Record Office of Shipping and Seamen,
London, 3 June 1869.

John J. Mayo,
Registrar General of Shipping and Seamen.

RETURN of the NUMBER and TONNAGE of SAILING and STEAM VESSELS Sold and Transferred, Wrecked, and Broken up during the Year 1868.

	SAILING VESSELS.		STEAM VESSELS.		TOTAL.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Sold and Transferred	849	228,165	158	69,977	1,007	298,142
Wrecked	635	165,022	36	16,006	671	181,028
Broken up	83	12,803	18	1,781	101	14,584

General Register and Record Office of Shipping and Seamen,
London, 3 June 1869.

John J. Mayo,
Registrar General of Shipping and Seamen.

RETURN of the NUMBER and TONNAGE of SAILING and STEAM VESSELS (including their respective Voyages), that Entered and Cleared during the Year 1868, in the Coasting, Colonial, and Foreign Trades respectively, at each of the Ports of the *United Kingdom*, including the *Isle of Man* and *Channel Islands*, distinguishing British from Foreign Vessels.

COASTING TRADE.

SAILING VESSELS.

PORTS.	ENTERED.				CLEARED.			
	BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
ENGLAND:								
Aberystwith	338	13,898	-	-	243	12,481	—	—
Arundel	462	41,451	-	-	126	5,156	—	—
Barnstaple	1,237	54,526	-	-	168	5,732	—	—
Beaumaris	906	41,338	-	-	263	13,102	—	—
Berwick	369	20,786	1	102	171	9,664	1	62
Bideford	656	28,509	-	-	106	4,903	—	—
Boston	406	18,460	-	-	137	6,763	—	—
Bridgwater	3,643	174,600	-	-	1,091	43,714	—	—
Bridport	65	4,567	-	-	17	576	—	—
Bristol	4,352	176,502	-	-	1,934	83,229	12	5,108
Caernarvon	1,136	59,445	-	-	85	3,331	—	—
Cardiff	1,977	153,201	9	2,264	5,672	406,254	1	45
Cardigan	479	13,165	-	-	22	667	—	—
Carlisle	31	2,037	-	-	338	31,188	—	—
Chepstow	397	13,585	-	-	238	8,633	—	—
Chester	1,350	73,166	-	-	1,105	57,859	2	402
Colchester	592	41,893	-	-	248	10,963	1	59
Cowes	716	45,641	-	-	175	4,753	—	—
Dartmouth	547	38,448	-	-	320	19,961	—	—
Deal	191	13,489	-	-	61	3,683	1	65
Dover	411	44,151	-	-	123	9,734	—	—
Exeter	413	42,522	1	57	99	5,413	—	—
Falmouth	511	33,537	-	-	160	8,023	—	—
Faversham	1,563	113,302	-	-	771	32,486	—	—
Fleetwood	319	30,564	-	-	83	9,145	2	843
Folkestone	257	31,717	-	-	5	577	—	—
Fowey	757	52,149	2	170	364	27,394	—	—
Gainsborough	119	5,969	-	-	211	9,995	—	—
Gloucester	1,016	50,753	-	-	2,984	131,118	5	347
Goole	1,036	59,761	1	68	903	47,384	4	958
Grimsby	111	5,180	5	650	326	37,037	79	15,748
Hartlepool	158	14,234	2	163	3,510	436,926	1	89
Harwich	344	23,554	-	-	291	14,366	1	380
Hayle	814	79,995	-	-	333	33,136	—	—
Hull	461	33,551	8	328	828	84,986	244	52,900
Ipswich	866	63,654	-	-	849	48,229	20	1,654
Lancaster	832	52,403	-	-	1,680	133,351	—	—
Liverpool	3,304	351,039	66	23,030	4,050	302,496	—	—
Llanelly	952	57,327	5	517	1,661	117,768	1	75
London	9,163	1,085,470	1	198	6,328	439,421	26	3,425
Lowestoft	728	70,179	-	-	164	9,548	1	120
Lyme	101	6,392	-	-	15	417	—	—
Lynn	830	64,951	-	-	336	21,011	3	166
Maldon	1,027	65,478	-	-	790	35,423	2	152
Maryport	420	33,205	-	-	2,682	255,196	—	—
Middlesborough	188	12,540	4	369	1,452	115,025	1	98
Milford	506	21,484	-	-	861	36,610	—	—
Newhaven	359	51,804	-	-	14	1,183	—	—
Newport	1,596	125,186	7	1,781	6,340	401,714	1	172
Padstow	627	30,842	-	-	119	5,441	1	579
Penzance	537	40,339	-	-	152	10,775	—	—
Plymouth	2,095	181,295	-	-	1,217	82,872	6	948
Poole	505	40,136	1	148	176	7,402	—	—

COASTING TRADE—*continued.*

Ports.	SAILING VESSELS—*continued.*							
	Entered.				Cleared.			
	British.		Foreign.		British.		Foreign.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
England—*cont^d.*								
Portsmouth	1,021	123,540	-	-	523	17,528	—	—
Preston	418	24,521	-	-	338	19,993	1	224
Ramsgate	286	26,528	-	-	44	3,837	—	—
Rochester	3,026	276,559	-	-	1,486	58,120	—	—
Runcorn	720	44,619	-	-	1,798	123,649	—	—
Rye	351	29,502	-	-	42	2,858	—	—
Scarborough	382	23,120	-	-	36	1,870	—	—
Scilly	46	2,265	-	-	33	1,281	—	—
Shoreham	518	73,224	-	-	59	3,671	1	58
Southampton	1,255	139,086	1	213	616	30,356	—	—
Stockton	222	13,756	3	229	279	18,352	1	66
Sunderland	771	60,769	10	783	8,578	1,061,741	7	287
Swansea	3,367	279,480	11	1,203	5,342	417,484	4	1,318
Teignmouth	437	45,109	-	-	97	7,412	—	—
Truro	555	45,593	-	-	378	34,843	—	—
Wells	441	21,738	-	-	219	10,696	3	212
Weymouth	268	21,041	-	-	32	1,672	—	—
Whitby	411	18,736	-	-	52	2,929	—	—
Whitehaven	574	28,225	-	-	3,587	261,115	1	226
Wisbeach	274	13,261	-	-	96	5,367	3	648
Woodbridge	341	18,589	-	-	170	8,270	—	—
Workington	105	7,726	-	-	930	90,013	1	260
Yarmouth	1,100	90,869	1	107	375	23,118	6	487
Tyne Ports:								
Newcastle	1,991	172,341	236	44,011	7,042	920,921	3	480
Shields	97	8,796	13	5,098	511	47,444	—	—
Shields, South	245	34,366	70	16,132	53	3,978	—	—
Total, Tyne Ports	2,333	215,503	319	65,241	7,606	972,343	3	480
Total, England	72,018	5,646,729	458	97,621	85,113	6,822,732	447	88,661
SCOTLAND:								
Aberdeen	1,289	140,683	3	286	297	31,837	3	737
Alloa	76	5,642	2	256	147	11,389	—	—
Arbroath	370	28,365	-	-	137	9,659	—	—
Ardrossan	242	21,112	1	226	1,458	135,050	—	—
Ayr	221	15,881	-	-	1,112	75,626	1	93
Banff	357	24,228	-	-	123	7,270	—	—
Borrowstoness	89	5,475	3	325	322	22,122	2	159
Campbeltown	348	15,318	-	-	143	7,051	—	—
Dumfries	459	14,101	-	-	187	6,911	—	—
Dundee	839	81,701	3	399	211	14,313	1	82
Glasgow	958	117,943	3	639	2,188	157,379	—	—
Grangemouth	120	9,883	4	368	84	6,296	—	—
Granton	30	2,243	-	-	130	17,017	—	—
Greenock	644	40,188	1	170	307	29,205	7	3,760
Inverness	1,293	81,859	1	61	1,015	63,842	2	157
Kirkaldy	220	13,139	2	163	647	43,727	—	—
Kirkwall	249	14,704	-	-	160	9,357	—	—

COASTING TRADE—*continued.*

SAILING VESSELS—*continued.*

Ports.	Entered.				Cleared.			
	British.		Foreign.		British.		Foreign.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Scotland—*contd.*								
Leith	534	36,284	5	447	438	30,595	1	386
Lerwick	93	6,449	-	-	71	4,555	—	—
Montrose	580	50,842	1	87	278	23,127	2	167
Perth	93	5,849	-	-	112	7,956	1	83
Peterhead	401	24,952	3	215	228	9,988	—	—
Port Glasgow	14	1,306	-	-	16	7,210	—	—
Stornoway	146	8,230	-	-	31	1,717	2	483
Stranraer	434	17,920	-	-	83	3,520	—	—
Troon	140	8,515	-	-	2,457	185,541	—	—
Wick	460	28,323	1	73	277	13,910	1	55
Wigtown	455	15,471	-	-	278	9,705	—	—
Total, Scotland	11,154	836,606	33	3,715	12,937	945,875	23	6,162
IRELAND:								
Ballina	57	4,277	-	-	64	5,089	—	—
Belfast	5,093	408,791	1	120	765	56,345	7	1,866
Coleraine	218	14,381	-	-	31	1,580	—	—
Cork	1,287	132,032	-	-	701	51,320	—	—
Drogheda	389	32,876	-	-	129	9,801	—	—
Dublin	4,837	472,880	-	-	1,677	123,997	18	5,098
Dundalk	570	48,303	-	-	102	7,798	2	233
Galway	128	11,942	-	-	87	8,505	1	90
Limerick	257	26,382	-	-	198	16,857	—	—
Londonderry	645	60,064	-	-	227	13,727	7	1,430
Newry	1,077	72,140	1	103	326	21,665	9	1,115
Ross	242	18,954	-	-	91	6,233	1	121
Skibbereen	208	12,300	-	-	104	6,841	—	—
Sligo	240	12,490	-	-	231	7,501	2	176
Tralee	139	9,697	-	-	65	3,997	—	—
Waterford	910	78,669	1	172	414	31,224	4	794
Westport	61	3,238	-	-	57	3,519	—	—
Wexford	522	33,383	-	-	334	21,547	—	—
Youghal	229	20,491	-	-	164	14,760	—	—
Total, Ireland	17,109	1,473,290	3	395	5,767	412,306	51	10,923
Total, United Kingdom.	100,281	7,956,625	494	101,731	103,817	8,180,913	521	105,746
Isle of Man	1,070	46,151	-	-	448	19,232	—	—
Channel Islands	(Nil.)	—	—	—	—	—	—	—

COASTING TRADE—*continued.*

Ports.	STEAM VESSELS.							
	Entered.				Cleared.			
	British.		Foreign.		British.		Foreign.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
ENGLAND:								
Aberystwith	82	7,357	-	-	49	4,467	—	—
Arundel	2	346	—	—	—	—	—	—
Barnstaple	266	23,090	-	-	237	20,463	—	—
Beaumaris	814	330,017	-	-	576	243,782	—	—
Berwick	3	106	-	-	7	159	—	—
Bideford	76	5,144	-	-	76	5,144	—	—
Boston	42	3,884	-	-	41	3,459	—	—
Bridgwater	376	32,998	-	-	336	28,519	—	—
Bristol	2,555	349,077	-	-	2,123	317,239	—	—
Caernarvon	82	10,482	-	-	10	1,370	—	—
Cardiff	712	85,459	2	1,797	1,289	184,906	—	—
Cardigan	23	1,725	-	-	10	750	—	—
Carlisle	268	50,256	-	-	290	53,134	—	—
Chester	116	4,760	-	-	186	12,922	—	—
Dartmouth	72	3,259	-	-	71	3,096	—	—
Dover	1	427	—	—	—	—	—	—
Falmouth	97	47,543	—	—	—	—	—	—
Faversham	2	156	—	—	—	—	—	—
Fleetwood	417	150,344	-	-	417	150,535	—	—
Gloucester	40	2,488	-	-	42	2,614	—	—
Goole	196	39,687	-	-	204	40,999	—	—
Grimsby	-	-	-	-	2	293	—	—
Hartlepool	3	61	-	-	287	103,000	—	—
Hayle	225	38,687	-	-	99	17,791	—	—
Hull	538	100,959	-	-	571	116,295	2	1,203
Ipswich	86	6,426	-	-	83	6,064	—	—
Lancaster	513	130,106	-	-	505	134,281	—	—
Liverpool	3,468	1,127,631	2	670	3,379	1,032,854	—	—
Llanelly	146	14,703	-	-	147	14,731	—	—
London	3,970	1,741,507	-	-	1,819	738,280	—	—
Lowestoft	63	6,234	-	-	53	5,017	—	—
Lynn	138	14,326	-	-	138	14,335	—	—
Maryport	-	-	-	-	5	1,525	—	—
Middlesborough	198	42,458	-	-	565	102,382	—	—
Milford	537	165,300	-	-	377	101,300	—	—
Newport	544	68,735	-	-	421	79,331	—	—
Padstow	35	3,031	-	-	35	3,031	—	—
Penzance	171	30,450	-	-	115	7,590	—	—
Plymouth	561	238,362	-	-	493	206,386	—	—
Poole	16	2,293	—	—	—	—	—	—
Portsmouth	22	9,858	-	-	18	7,308	—	—
Preston	33	1,075	-	-	9	279	—	—
Rochester	120	49,114	—	—	—	—	—	—
Runcorn	1	108	—	—	—	—	—	—
Scarborough	5	149	—	—	—	—	—	—
Scilly	113	7,458	-	-	114	7,524	—	—
Southampton	202	92,805	-	-	174	8,188	—	—
Stockton	97	17,490	-	-	108	24,291	—	—
Sunderland	62	18,984	-	-	1,107	448,602	—	—
Swansea	715	99,178	-	-	837	110,332	—	—
Truro	76	14,280	-	-	31	4,098	—	—
Whitehaven	234	47,725	-	-	327	71,315	—	—
Wisbeach	30	2,328	-	-	31	2,454	—	—
Workington	6	406	-	-	14	1,039	—	—
Yarmouth	170	36,344	-	-	166	35,693	—	—
Tyne Ports:								
Newcastle	883	217,930	-	-	2,121	897,731	—	—
Shields	59	13,965	-	-	44	16,899	—	—
Ditto, South	14	1,984	-	-	25	1,403	—	—
Total, Tyne Ports	956	233,879	-	-	2,190	916,033	—	—
Total, England	20,296	5,511,055	4	2,467	20,184	5,395,200	2	1,203

COASTING TRADE—*continued.*

STEAM VESSELS—*continued.*

Ports.	Entered.				Cleared.			
	British.		Foreign.		British.		Foreign.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
SCOTLAND:								
Aberdeen	436	155,510	-	-	435	155,531	—	—
Alloa	3	722	—	—	—	—	—	—
Arbroath	1	36	-	-	2	85	—	—
Ardrossan	217	50,788	-	-	326	67,254	—	—
Ayr	207	16,529	-	-	219	16,996	—	—
Borrowstoness	2	357	-	-	2	548	—	—
Campbeltown	266	36,655	-	-	247	36,441	—	—
Dumfries	46	12,088	-	-	44	11,779	—	—
Dundee	365	128,067	-	-	218	70,508	1	294
Glasgow	1,755	521,300	-	-	2,289	642,068	—	—
Grangemouth	450	120,763	-	-	296	86,871	—	—
Granton	231	89,172	-	-	234	90,955	—	—
Greenock	879	174,176	-	-	398	53,965	—	—
Inverness	424	62,505	-	-	401	62,861	—	—
Kirkaldy	141	11,745	-	-	140	12,123	—	—
Kirkwall	302	30,608	-	-	299	30,671	—	—
Leith	288	113,069	-	-	292	114,739	—	—
Lerwick	69	20,055	-	-	73	20,311	—	—
Montrose	5	1,179	-	-	2	96	—	—
Port Glasgow	-	-	-	-	8	1,268	—	—
Stornoway	98	26,120	-	-	96	26,024	—	—
Stranraer	182	30,874	-	-	175	29,814	—	—
Troon	45	2,453	-	-	231	32,335	—	—
Wick	368	57,537	-	-	387	64,361	—	—
Wigtown	48	13,632	-	-	52	14,768	—	—
Total, Scotland	6,828	1,675,940	-	-	6,866	1,642,372	1	294
IRELAND:								
Ballina	35	4,728	-	-	15	3,501	—	—
Belfast	2,133	679,106	-	-	1,781	610,691	—	—
Coleraine	209	33,346	-	-	191	32,432	—	—
Cork	602	255,558	-	-	606	257,761	—	—
Drogheda	258	77,985	-	-	342	103,055	—	—
Dublin	1,847	685,582	-	-	2,143	816,778	—	—
Dundalk	203	83,789	-	-	213	88,130	—	—
Galway	2	401	-	-	1	96	—	—
Limerick	40	16,099	-	-	32	12,974	—	—
Londonderry	527	143,001	-	-	484	135,861	—	—
Newry	266	64,671	-	-	271	65,901	—	—
Ross	334	28,608	-	-	335	29,172	—	—
Sligo	144	34,197	-	-	151	33,961	—	—
Tralee	15	5,845	-	-	5	1,928	—	—
Waterford	846	303,056	-	-	810	289,017	—	—
Westport	30	5,946	-	-	30	5,946	—	—
Wexford	129	25,919	-	-	128	25,620	—	—
Youghal	1	23	—	—	—	—	—	—
Total, Ireland	7,621	2,447,860	-	-	7,538	2,512,824	—	—
Total, United Kingdom	34,745	9,634,855	4	2,467	34,588	9,550,396	3	1,497
Isle of Man	292	67,307	-	-	260	61,887	—	—
Channel Islands	(Nil.)	—	—	—	—	—	—	—

COLONIAL TRADE.

Ports.	SAILING VESSELS.							
	Entered.				Cleared.			
	British.		Foreign.		British.		Foreign.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
ENGLAND:								
Aberystwith	6	1,470	-	-	5	1,441	—	—
Arundel	3	109	-	-	3	373	—	—
Barnstaple	2	610	1	374	—	—	—	—
Beaumaris	7	2,272	1	295	5	1,140	—	—
Berwick	2	898	-	-	-	-	1	298
Bideford	5	2,008	-	-	1	464	2	850
Boston	—	—	—	—	—	—	—	—
Bridgwater	4	744	-	-	7	588	—	—
Bridport	4	116	-	-	3	184	—	—
Bristol	140	54,344	14	7,939	74	21,155	4	1,885
Caernarvon	19	5,667	-	-	14	1,293	—	—
Cardiff	85	24,662	7	2,822	333	127,559	153	78,436
Cardigan	1	245	-	-	1	245	—	—
Carlisle	5	1,935	-	-	3	1,326	—	—
Chepstow	—	—	—	—	—	—	—	—
Chester	1	120	—	—	—	—	—	—
Colchester	—	—	—	—	—	—	—	—
Cowes	7	229	-	-	11	510	—	—
Dartmouth	29	1,932	2	881	14	1,511	—	—
Deal	—	—	—	—	—	—	—	—
Dover	2	222	—	—	—	—	—	—
Exeter	7	887	-	-	1	125	—	—
Falmouth	12	2,047	1	524	18	3,088	2	791
Faversham	2	92	—	—	—	—	—	—
Fleetwood	19	10,033	1	408	6	4,254	—	—
Folkestone	1	23	—	—	—	—	—	—
Fowey	11	775	3	213	13	1,411	—	—
Gainsborough	—	—	—	—	—	—	—	—
Gloucester	65	29,875	17	7,280	15	3,375	1	338
Goole	1	427	-	-	4	720	—	—
Grimsby	3	2,203	9	4,715	5	3,328	4	1,983
Hartlepool	10	3,475	7	2,915	36	7,937	2	718
Harwich	1	28	-	-	1	28	—	—
Hayle	4	699	-	-	1	449	—	—
Hull	31	21,313	24	10,881	35	16,726	6	2,874
Ipswich	2	898	-	-	1	68	—	—
Lancaster	20	8,984	2	692	12	6,333	2	603
Liverpool	311	634,571	84	70,708	1,039	788,095	110	74,920
Llanelly	18	3,562	1	61	17	4,149	—	—
London	2,117	951,423	238	127,063	1,211	704,171	61	33,717
Lowestoft	-	-	-	-	1	296	—	—
Lyme	5	221	-	-	14	569	—	—
Lynn	—	—	—	—	—	—	—	—
Maldon	-	-	-	-	3	96	—	—
Maryport	11	2,995	-	-	22	6,251	—	—
Middlesborough	1	278	-	-	7	1,555	—	—
Milford	4	1,436	3	1,314	1	382	3	1,314
Newhaven	1	40	—	—	—	—	—	—
Newport	32	5,059	3	1,017	177	54,256	50	22,472
Padstow	3	1,047	—	—	—	—	—	—
Penzance	1	18	-	-	2	68	—	—
Plymouth	160	17,864	3	503	175	17,885	2	559
Poole	12	951	-	-	32	3,057	—	—
Portsmouth	46	6,495	2	791	19	1,704	—	—
Preston	3	280	1	224	1	96	—	—
Ramsgate	4	320	—	—	—	—	—	—
Rochester	9	1,589	2	553	2	71	1	323
Runcorn	18	1,218	-	-	6	409	—	—
Rye	-	-	-	-	1	44	—	—
Scarborough	1	64	—	—	—	—	—	—
Scilly	—	—	—	—	—	—	—	—
Shoreham	16	835	2	586	5	205	—	—
Southampton	41	3,688	2	942	38	9,529	—	—
Stockton	5	1,315	-	-	1	386	—	—
Sunderland	33	15,710	7	2,688	146	63,713	10	5,339
Swansea	111	19,824	5	1,249	129	22,119	24	8,348
Teignmouth	30	1,707	-	-	30	1,979	—	—
Truro	6	2,307	-	-	3	1,350	5	2,273
Wells	—	—	—	—	—	—	—	—
Weymouth	8	430	-	-	43	4,052	—	—
Whitby	—	—	—	—	—	—	—	—
Whitehaven	7	2,184	1	334	3	1,014	—	—
Wisbeach	-	-	1	328	-	-	1	316
Woodbridge	—	—	—	—	—	—	—	—
Workington	2	413	1	260	5	1,269	—	—
Yarmouth	2	592	-	-	1	152	—	—

COLONIAL TRADE—*continued.*

Ports.	SAILING VESSELS—*continued.*							
	Entered.				Cleared.			
	British.		Foreign.		British.		Foreign.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Tyne Ports:								
Newcastle	57	18,793	5	559	370	115,188	50	23,213
Shields	6	2,756	-	-	28	14,106	4	2,445
Ditto, South	19	13,148	2	765	20	11,935	—	—
Total Tyne Ports	82	34,697	7	1,324	418	141,229	54	25,658
Total, England	4,111	1,892,975	452	249,884	4,174	2,035,784	498	264,015
SCOTLAND:								
Aberdeen	12	6,543	1	177	11	5,743	—	—
Alloa	-	-	-	-	7	2,934	—	—
Arbroath	—	—	—	—	—	—	—	—
Ardrossan	7	3,320	-	-	38	18,504	2	381
Ayr	3	1,096	—	—	—	—	—	—
Banff	—	—	—	—	—	—	—	—
Borrowstoness	1	43	-	-	3	526	2	388
Campbeltown	—	—	—	—	—	—	—	—
Dumfries	3	734	-	-	1	242	—	—
Dundee	12	9,362	7	3,217	9	3,810	4	2,564
Glasgow	63	28,852	7	2,212	244	148,505	15	5,046
Grangemouth	11	7,077	1	318	11	5,798	—	—
Granton	2	1,596	-	-	4	2,123	3	1,106
Greenock	225	121,634	13	5,293	176	115,770	7	4,109
Inverness	1	619	-	-	1	621	—	—
Kirkaldy	-	-	3	108	2	218	5	552
Kirkwall	-	-	-	-	2	947	—	—
Leith	15	9,280	7	3,525	19	9,806	7	4,153
Lerwick	—	—	—	—	—	—	—	—
Montrose	4	2,081	-	-	3	1,801	1	339
Perth	1	251	1	333	—	—	—	—
Peterhead	1	261	—	—	—	—	—	—
Port Glasgow	30	23,945	-	-	39	32,569	—	—
Stornoway	1	30	—	—	—	—	—	—
Stranraer	1	698	—	—	—	—	—	—
Troon	10	5,171	2	681	52	18,354	5	1,421
Wick	3	329	—	—	—	—	—	—
Wigtown	3	792	—	—	—	—	—	—
Total, Scotland	409	223,714	42	15,864	622	368,271	51	20,059
IRELAND:								
Ballina	1	198	—	—	—	—	—	—
Belfast	54	27,720	8	3,343	24	15,858	7	2,443
Coleraine	2	694	2	582	1	392	1	372
Cork	45	16,700	2	617	26	11,098	4	1,394
Drogheda	2	531	—	—	—	—	—	—
Dublin	55	26,559	6	1,919	22	12,148	4	1,770
Dundalk	11	2,987	-	-	3	958	—	—
Galway	3	794	-	-	4	1,252	—	—
Limerick	9	6,623	1	308	12	8,824	3	1,366
Londonderry	11	7,264	-	-	8	5,498	1	464
Newry	31	15,018	4	1,484	3	1,946	1	502
Ross	3	1,394	-	-	3	1,394	—	—
Skibbereen	—	—	—	—	—	—	—	—
Sligo	8	2,026	-	-	5	1,403	2	859
Tralee	5	1,414	-	-	1	792	—	—
Waterford	25	6,078	2	935	9	1,248	5	2,455
Westport	1	53	—	—	—	—	—	—
Wexford	6	1,174	-	-	3	688	—	—
Youghal	3	394	-	-	3	961	—	—
Total, Ireland	275	118,121	25	9,188	127	64,460	28	11,625
Total United Kingdom	4,795	2,234,810	519	274,936	4,923	2,468,515	577	295,699
Isle of Man	3	524	-	-	2	326	—	—
Channel Islands	20	2,983	-	-	42	5,306	—	—

COLONIAL TRADE—*continued.*

Ports.	STEAM VESSELS.							
	Entered.				Cleared.			
	British.		Foreign.		British.		Foreign.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
ENGLAND:								
Arundel	44	6,044	-	-	45	6,223	—	—
Bristol	1	115	—	—	—	—	—	—
Cardiff	-	-	-	-	115	66,433	2	1,878
Dover	1	122	—	—	—	—	—	—
Grimsby	-	-	1	44	—	—	—	—
Hartlepool	-	-	-	-	2	1,073	—	—
Hayle	1	152	-	-	1	152	—	—
Liverpool	55	73,018	-	-	77	92,178	—	—
London	93	59,879	-	-	58	33,521	—	—
Newport	-	-	-	-	6	2,626	—	—
Southampton	283	79,831	-	-	295	81,598	—	—
Sunderland	-	-	-	-	5	2,825	—	—
Swansea	-	-	-	-	3	1,366	—	—
Weymouth	130	18,817	-	-	130	18,817	—	—
Tyne Ports:								
Newcastle	-	-	-	-	18	10,731	—	—
Shields	-	-	-	-	1	26	—	—
Ditto, South	-	-	-	-	1	568	—	—
Total Tyne Ports	-	-	-	-	20	11,325	—	—
Total England	608	237,978	1	44	757	318,137	2	1,878
SCOTLAND:								
Glasgow	35	31,744	-	-	59	42,127	1	328
Greenock	2	363	-	-	5	1,935	—	—
Port Glasgow	-	-	-	-	1	102	—	—
Total Scotland	37	32,107	-	-	65	44,164	1	328
IRELAND. (Nil.)	—	—	—	—	—	—	—	—
Total United Kingdom	645	270,085	1	44	822	362,301	3	2,206
Isle of Man	—	—	—	—	—	—	—	—
Channel Islands	—	—	—	—	—	—	—	—

FOREIGN TRADE.

SAILING VESSELS.

Ports.	Entered.				Cleared.			
	British.		Foreign.		British.		Foreign.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
ENGLAND:								
Aberystwith	9	1,249	5	1,419	6	1,146	2	326
Arundel	15	1,264	19	1,845	7	758	13	1,468
Barnstaple	1	90	7	1,528	1	90	—	—
Beaumaris	6	1,144	4	439	11	1,489	—	—
Berwick	39	5,153	78	10,093	8	685	16	2,019
Bideford	3	1,190	3	529	—	—	—	—
Boston	18	3,166	29	4,628	1	58	14	1,632
Bridgwater	21	3,165	22	2,678	6	411	15	775
Bridport	5	590	4	744	1	91	4	744
Bristol	386	86,714	354	102,661	79	19,846	74	27,770
Caernarvon	28	2,822	- -	- -	178	18,792	2	159
Cardiff	444	111,944	1,294	334,934	1,248	372,480	2,120	598,304
Cardigan	—	—	—	—	—	—	—	—
Carlisle	3	1,011	7	1,807	2	725	3	860
Chepstow	—	—	—	—	—	—	—	—
Chester	7	1,949	7	1,158	5	552	1	99
Colchester	34	2,186	27	2,686	32	830	12	1,400
Cowes	13	751	10	730	18	768	19	2,081
Dartmouth	40	4,883	7	1,631	26	2,568	4	1,108
Deal	7	719	23	1,608	3	137	20	1,392
Dover	34	6,033	58	11,141	9	543	35	6,751
Exeter	55	7,142	40	6,479	3	262	24	3,904
Falmouth	91	11,380	42	7,520	79	8,412	10	2,294
Faversham	42	2,951	13	1,347	22	2,026	11	1,141
Fleetwood	3	1,497	5	1,376	- -	- -	2	285
Folkestone	14	1,218	6	923	11	268	6	923
Fowey	72	6,516	63	5,935	233	20,692	130	11,044
Gainsborough	4	369	3	316	6	376	—	—
Gloucester	199	41,547	375	87,483	34	7,477	88	20,010
Goole	42	5,015	23	3,962	16	1,629	17	2,319
Grimsby	266	44,185	466	100,781	195	34,290	537	119,149
Hartlepool	701	136,044	1,214	149,864	778	156,147	1,424	175,017
Harwich	71	7,991	30	2,695	9	816	21	1,781
Hayle	15	2,235	14	1,560	16	1,919	5	1,001
Hull	484	91,050	1,349	254,788	127	24,817	835	148,235
Ipswich	174	24,155	115	17,467	29	2,436	49	5,506
Lancaster	16	2,686	20	4,925	3	861	10	2,675
Liverpool	1,661	706,631	995	483,463	1,348	613,817	1,005	495,492
Llanelly	306	47,089	359	25,966	324	48,620	391	28,095
London	2,374	546,887	2,975	739,016	890	188,185	2,522	684,848
Lowestoft	57	6,349	45	6,204	28	1,536	28	3,995
Lyme	7	571	—	—	—	—	—	—
Lynn	96	16,300	64	7,767	11	2,191	7	1,329
Maldon	40	1,695	15	1,989	28	1,110	13	1,837
Maryport	8	2,303	5	590	9	2,368	2	178
Middlesborough	294	40,464	240	24,223	363	53,391	432	47,582
Milford	18	3,376	10	2,912	1	504	3	831
Newhaven	17	849	42	3,774	16	337	37	2,966
Newport	163	30,042	268	63,350	412	107,833	422	119,977

FOREIGN TRADE—*continued.*

Ports.	SAILING VESSELS—*continued.*							
	Entered.				Cleared.			
	British.		Foreign.		British.		Foreign.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
England—*cont^d.*								
Padstow	7	677	4	912	9	751	3	782
Penzance	24	2,900	37	4,929	20	1,786	19	3,020
Plymouth	319	40,298	174	32,019	155	16,182	88	16,918
Poole	54	5,427	40	6,287	14	1,526	40	5,713
Portsmouth	300	12,899	148	15,514	87	4,084	127	13,659
Preston	5	599	2	224	6	604	2	224
Ramsgate	9	838	9	1,481	16	347	—	—
Rochester	88	8,536	101	17,859	95	4,727	107	18,221
Runcorn	170	19,789	38	4,758	190	25,439	77	10,455
Rye	13	1,671	15	2,016	20	1,178	10	1,506
Scarborough	6	651	2	246	2	61	1	125
Scilly	2	883	—	—	—	—	—	—
Shoreham	62	7,588	274	20,200	48	4,846	262	19,397
Southampton	92	12,943	444	35,876	6	409	402	28,015
Stockton	49	9,087	113	13,804	2	310	29	2,548
Sunderland	1,002	191,022	1,066	155,161	1,405	306,592	1,244	195,126
Swansea	559	106,511	935	114,482	1,099	206,766	1,196	175,218
Teignmouth	28	2,766	13	1,940	13	1,929	12	1,538
Truro	16	3,166	35	11,718	13	633	26	7,964
Wells	26	1,904	25	1,497	—	—	—	—
Weymouth	79	4,894	14	2,282	9	230	12	1,918
Whitby	23	3,608	3	307	1	39	—	—
Whitehaven	9	1,997	7	1,118	11	1,123	4	611
Wisbeach	84	16,016	91	16,744	4	567	51	9,335
Woodbridge	5	464	7	721	- -	- -	5	552
Workington	- -	- -	2	411	13	1,340	2	411
Yarmouth	188	23,803	106	14,419	89	8,192	74	9,350
Tyne Ports:								
Newcastle	1,642	337,209	2,423	407,069	2,970	689,582	3,914	717,629
Shields	450	86,736	250	38,751	733	126,473	257	35,284
Shields, South	301	100,334	167	30,555	16	6,159	13	1,984
Total, Tyne Ports	2,393	524,279	2,840	476,375	3,719	822,214	4,184	754,897
Total, England	14,015	3,029,776	17,299	3,442,228	13,678	3,116,164	18,362	3,806,805
SCOTLAND:								
Aberdeen	148	27,803	195	28,717	46	8,077	51	11,166
Alloa	35	5,371	245	36,144	104	14,664	406	60,331
Arbroath	37	5,745	39	4,908	2	159	—	—
Ardrossan	8	2,066	21	2,393	153	42,272	114	24,461
Ayr	4	772	9	1,465	6	687	8	1,300
Banff	24	2,491	72	4,819	23	2,074	43	2,501
Borrowstoness	44	5,978	275	26,415	351	48,266	1,091	118,156
Campbeltown	11	1,104	20	2,340	—	—	—	—
Dumfries	1	62	1	58	2	173	—	—
Dundee	204	35,948	286	44,275	112	21,266	214	32,562
Glasgow	243	68,006	173	43,874	271	78,080	160	47,934
Grangemouth	93	12,113	559	73,887	112	15,731	514	73,830
Granton	33	6,452	92	13,479	14	3,353	47	8,728
Greenock	174	60,643	100	38,191	79	33,459	42	16,810

FOREIGN TRADE—*continued.*

Ports.	SAILING VESSELS—*continued.*							
	Entered.				Cleared.			
	British.		Foreign.		British.		Foreign.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Scotland—*contd.*								
Inverness	43	4,346	65	7,098	30	3,091	58	6,180
Kirkaldy	67	9,851	365	34,568	335	46,024	994	95,200
Kirkwall	2	52	13	1,220	5	237	8	455
Leith	301	58,240	973	123,609	89	18,169	167	36,478
Lerwick	5	480	20	1,698	5	423	19	1,464
Montrose	61	11,761	120	22,555	13	2,044	52	11,080
Perth	19	2,162	33	3,051	—	—	—	—
Peterhead	83	8,216	88	6,183	207	18,300	81	5,596
Port Glasgow	5	3,300	4	1,160	3	1,798	4	775
Stornoway	14	1,185	5	291	79	4,737	4	197
Stranraer	3	788	-	-	1	698	—	—
Troon	2	459	23	3,279	78	25,971	108	30,777
Wick	35	3,304	103	6,583	51	4,498	88	5,615
Wigtown	-	-	1	126	-	-	1	126
Total, Scotland	1,699	338,698	3,900	532,386	2,171	394,251	4,274	591,722
Ireland:								
Ballina	1	92	1	161	—	—	—	—
Belfast	119	23,254	150	41,044	15	3,677	28	7,002
Coleraine	3	378	2	270	-	-	3	480
Cork	77	22,678	170	56,111	40	5,658	40	9,939
Drogheda	2	196	—	—	—	—	—	—
Dublin	156	40,555	196	66,135	56	9,583	70	23,019
Dundalk	1	135	4	645	-	-	1	228
Galway	17	6,805	14	4,735	2	1,413	1	238
Limerick	37	11,696	49	18,829	13	1,573	7	2,679
Londonderry	41	15,276	45	13,258	12	9,153	2	676
Newry	18	3,698	28	5,203	-	-	5	909
Ross	4	1,104	11	3,322	5	464	1	150
Skibbereen	-	-	-	-	1	112	—	—
Sligo	5	1,483	17	5,514	3	696	1	553
Tralee	6	1,297	12	3,696	1	147	2	830
Waterford	38	10,820	67	23,727	41	4,928	15	3,504
Westport	2	309	3	833	—	—	—	—
Wexford	17	4,103	1	389	8	1,266	—	—
Youghal	7	1,007	1	348	22	2,449	—	—
Total, Ireland	551	144,886	771	244,220	219	41,119	176	50,207
Total, United Kingdom	16,265	3,513,360	21,970	4,218,834	16,068	3,551,534	22,812	4,448,734
Isle of Man	6	794	17	2,596	2	318	11	1,641
Channel Islands	856	57,958	271	12,291	787	27,810	255	10,873

FOREIGN TRADE—*continued.*

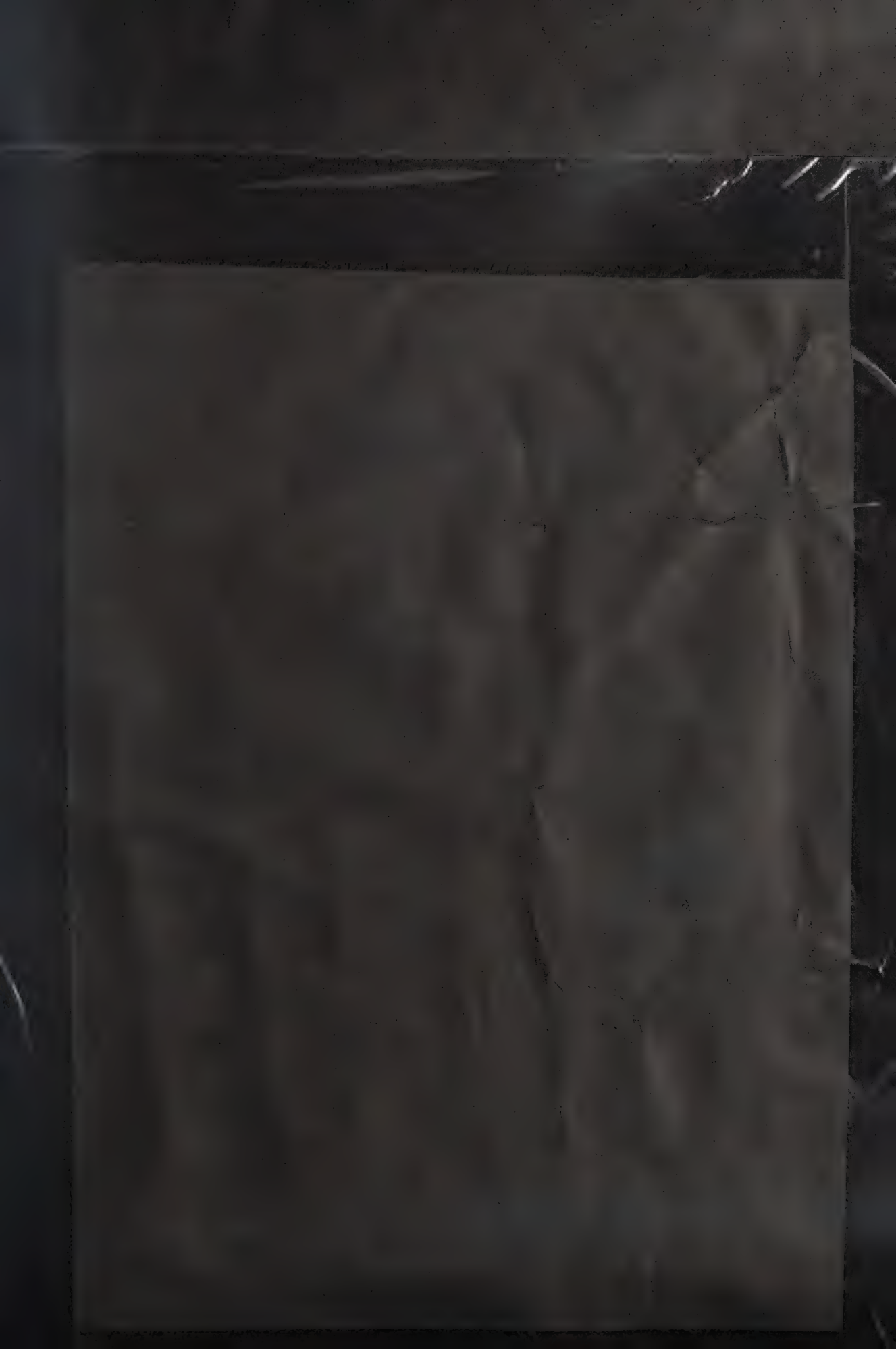
Ports.	STEAM VESSELS.							
	Entered.				Cleared.			
	British.		Foreign.		British.		Foreign.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
ENGLAND:								
Arundel	157	27,859	-	-	154	27,342	—	—
Bridgwater	3	1,718	—	—	—	—	—	—
Bristol	62	21,439	22	5,279	15	2,727	16	2,704
Cardiff	464	231,248	33	15,162	641	321,738	44	22,092
Carlisle	2	1,024	-	-	1	442	—	—
Cowes	7	455	—	—	—	—	—	—
Dover	697	109,382	991	150,515	805	129,726	835	123,050
Falmouth	2	1,653	-	-	2	1,161	—	—
Fleetwood	1	602	—	—	—	—	—	—
Folkestone	774	122,982	-	-	768	126,547	—	—
Gloucester	14	3,588	-	-	7	1,531	—	—
Goole	312	75,818	-	-	309	75,072	—	—
Grimsby	415	135,223	90	39,212	422	141,232	91	40,421
Hartlepool	281	120,504	48	22,861	294	127,253	49	23,546
Harwich	260	128,119	-	-	262	128,720	—	—
Hayle	1	152	-	-	1	152	—	—
Hull	1,282	579,830	198	86,015	1,193	523,370	196	83,704
Liverpool	1,210	1,184,119	96	49,579	1,093	1,129,054	85	44,349
Llanelly	-	-	-	-	1	132	—	—
London	2,846	1,159,687	637	236,360	2,247	837,206	586	218,804
Lynn	3	1,101	2	1,058	—	—	—	—
Middlesborough	198	51,189	2	416	229	65,061	3	246
Milford	1	453	-	-	2	740	1	50
Newhaven	531	110,667	-	-	528	110,286	—	—
Newport	15	6,068	6	1,853	40	16,131	7	2,336
Plymouth	4	1,995	19	3,211	1	170	—	—
Poole	2	290	-	-	18	2,610	—	—
Portsmouth	56	8,120	-	-	32	4,640	—	—
Runcorn	1	163	—	—	—	—	—	—
Southampton	674	228,567	112	208,788	708	231,232	109	204,315
Stockton	3	880	-	-	5	1,446	—	—
Sunderland	359	158,620	69	28,978	425	194,305	86	35,146
Swansea	80	24,332	4	1,738	157	49,269	6	2,688
Whitehaven	4	1,404	-	-	6	2,298	—	—
Wisbeach	1	337	—	—	—	—	—	—
Yarmouth	1	126	—	—	—	—	—	—

FOREIGN TRADE—*continued.*

Ports.	STEAM VESSELS—*continued.*							
	Entered.				Cleared.			
	British.		Foreign.		British.		Foreign.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
England—*cont^d.*								
Tyne Ports:								
Newcastle	522	223,844	48	23,622	726	335,553	68	29,813
Shields	32	12,354	1	208	45	14,986	6	966
Ditto, South	113	55,003	—	—	123	57,449	—	—
Total, Tyne Ports	667	291,201	49	23,830	894	407,988	74	30,779
Total, England	11,390	4,790,915	2,378	874,855	11,260	4,659,581	2,188	834,230
SCOTLAND:								
Aberdeen	1	783	—	—	—	—	1	57
Alloa	—	—	—	—	1	298	1	283
Ardrossan	—	—	—	—	17	6,732	—	—
Borrowstoness	—	—	—	—	1	208	—	—
Dundee	31	13,748	2	641	23	8,997	1	261
Glasgow	103	84,311	2	697	251	135,665	10	4,340
Grangemouth	85	20,764	16	4,762	126	37,292	18	5,301
Granton	3	1,401	12	4,096	18	8,324	12	4,113
Greenock	6	2,124	—	—	—	—	8	12,727
Kirkaldy	1	709	—	—	—	—	—	—
Leith	478	204,006	39	15,330	445	187,332	36	14,962
Lerwick	—	—	2	769	1	132	2	769
Montrose	1	361	—	—	1	157	—	—
Peterhead	4	1,081	—	—	4	1,081	—	—
Port Glasgow	1	1,437	—	—	4	1,561	1	115
Troon	—	—	—	—	5	2,186	—	—
Total, Scotland	714	330,725	73	26,295	897	389,965	90	42,928
IRELAND:								
Belfast	8	4,297	—	—	5	2,162	—	—
Cork	29	17,529	1	825	—	—	—	—
Dublin	131	50,595	1	539	—	—	—	—
Galway	1	488	—	—	—	—	—	—
Londonderry	2	972	—	—	—	—	—	—
Newry	1	240	—	—	—	—	—	—
Ross	3	1,540	—	—	—	—	—	—
Waterford	19	10,361	1	430	1	449	—	—
Total, Ireland	194	86,022	3	1,794	6	2,611	—	—
Total, United Kingdom	12,298	5,207,662	2,454	902, 44	12,163	5,052,157	2,278	877,158
Isle of Man	—	—	—	—	—	—	—	—
Channel Islands	297	30,129	—	—	293	30,820	—	—

General Register and Record Office of Shipping and Seamen,
London, 3 June 1869.

John J. Mayo,
Registrar General of Shipping and Seamen.



AGGREGATE RETURN of the NUMBER and TONNAGE of SAILING and STEAM VESSELS (including their Repeated Voyages), that entered and cleared during the Year 1868, in the Coasting, Colonial, and Foreign Trades, at each of the PORTS of the *United Kingdom*, including the *Isle of Man* and *Channel Islands*; distinguishing British from Foreign Vessels.

PORTS.	ENTERED.												CLEARED.												Total Entered and Cleared.	
	BRITISH.						FOREIGN.						BRITISH.						FOREIGN.							
	Sailing.		Steam.		Total.		Sailing.		Steam.		Total.		Sailing.		Steam.		Total.		Sailing.		Steam.		Total.			
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
ENGLAND:																										
Aberystwith	353	16,617	82	7,357	435	23,974	5	1,419	–	–	5	1,419	254	15,068	49	4,467	303	19,535	2	326	–	–	2	326	745	45,254
Arundel	480	42,824	203	34,249	683	77,073	19	1,845	–	–	19	1,845	136	6,287	199	33,565	335	39,852	13	1,468	–	–	13	1,468	1,050	120,238
Barnstaple	1,240	55,226	266	23,090	1,506	78,316	8	1,902	–	–	8	1,902	169	5,822	237	20,463	406	26,285	–	–	–	–	–	–	1,920	106,503
Beaumaris	919	44,754	814	330,017	1,733	374,771	5	734	–	–	5	734	279	15,731	576	243,782	855	259,513	–	–	–	–	–	–	2,593	635,018
Berwick	410	26,837	3	106	413	26,943	79	10,195	–	–	79	10,195	179	10,349	7	159	186	10,508	18	2,379	–	–	18	2,379	696	50,025
Bideford	664	31,707	76	5,144	740	36,851	3	529	–	–	3	529	107	5,367	76	5,144	183	10,511	2	850	–	–	2	850	928	48,741
Boston	424	21,626	42	3,884	466	25,510	29	4,628	–	–	29	4,628	138	6,821	41	3,459	179	10,280	14	1,632	–	–	14	1,632	688	42,050
Bridgwater	3,668	178,509	379	34,716	4,047	213,225	22	2,678	–	–	22	2,678	1,104	44,713	336	28,519	1,440	73,232	15	775	–	–	15	775	5,524	289,910
Bridport	74	5,273	–	–	74	5,273	4	744	–	–	4	744	21	851	–	–	21	851	4	744	–	–	4	744	103	7,612
Bristol	4,878	318,060	2,618	370,631	7,496	688,691	368	110,600	22	5,279	390	115,879	2,087	124,230	2,138	319,966	4,225	444,196	90	34,763	16	2,704	106	37,467	12,217	1,286,233
Caernarvon	1,183	67,934	82	10,482	1,265	78,416	–	–	–	–	–	–	277	23,416	10	1,370	287	24,786	2	159	–	–	2	159	1,554	103,361
Cardiff	2,506	289,807	1,176	316,707	3,682	606,514	1,310	340,020	35	16,959	1,345	356,979	7,253	906,293	2,045	573,077	9,298	1,479,370	2,274	676,785	46	23,970	2,320	700,755	16,645	3,143,618
Cardigan	480	13,410	23	1,725	503	15,135	–	–	–	–	–	–	23	912	10	750	33	1,662	–	–	–	–	–	–	536	16,797
Carlisle	39	4,983	270	51,280	309	56,263	7	1,807	–	–	7	1,807	343	33,239	291	53,576	634	86,815	3	860	–	–	3	860	953	145,745
Chepstow	397	13,585	–	–	397	13,585	–	–	–	–	–	–	238	8,633	–	–	238	8,633	–	–	–	–	–	–	635	22,218
Chester	1,358	75,235	116	4,760	1,474	79,995	7	1,158	–	–	7	1,158	1,110	58,411	186	12,922	1,296	71,333	3	501	–	–	3	501	2,780	152,987
Colchester	626	44,079	–	–	626	44,079	27	2,686	–	–	27	2,686	280	11,793	–	–	280	11,793	13	1,459	–	–	13	1,459	946	60,017
Cowes	736	46,621	7	455	743	47,076	10	730	–	–	10	730	204	6,031	–	–	204	6,031	19	2,081	–	–	19	2,081	976	55,918
Dartmouth	616	45,263	72	3,259	688	48,522	9	2,512	–	–	9	2,512	360	24,040	71	3,096	431	27,136	4	1,108	–	–	4	1,108	1,132	79,278
Deal	198	14,208	–	–	198	14,208	23	1,608	–	–	23	1,608	64	3,820	–	–	64	3,820	21	1,457	–	–	21	1,457	306	21,093
Dover	447	50,106	699	109,931	1,146	160,337	58	11,141	991	150,515	1,049	161,656	132	10,277	805	129,726	937	140,003	35	6,751	835	123,050	870	129,801	4,002	591,797
Exeter	475	50,551	–	–	475	50,551	41	6,536	–	–	41	6,536	103	5,800	–	–	103	5,800	24	3,904	–	–	24	3,904	643	66,791
Falmouth	614	46,964	99	49,196	713	96,160	43	8,044	–	–	43	8,044	257	19,523	2	1,161	259	20,684	12	3,085	–	–	12	3,085	1,027	127,973
Faversham	1,607	116,345	2	156	1,609	116,501	13	1,347	–	–	13	1,347	793	34,512	–	–	793	34,512	11	1,141	–	–	11	1,141	2,426	153,501
Fleetwood	341	42,094	418	150,946	759	193,040	6	1,784	–	–	6	1,784	89	13,399	417	150,535	506	163,934	4	1,128	–	–	4	1,128	1,275	359,886
Folkestone	272	32,958	774	122,982	1,046	155,940	6	923	–	–	6	923	16	845	768	126,547	784	127,392	6	923	–	–	6	923	1,842	285,178
Fowey	840	59,440	–	–	840	59,440	68	6,318	–	–	68	6,318	610	49,497	–	–	610	49,497	130	11,044	–	–	130	11,044	1,648	120,299
Gainsborough	123	6,338	–	–	123	6,338	3	316	–	–	3	316	217	10,371	–	–	217	10,371	–	–	–	–	–	–	343	17,025
Gloucester	1,280	122,175	54	6,076	1,334	128,251	392	94,763	–	–	392	94,763	3,033	141,970	49	4,145	3,082	146,115	94	20,695	–	–	94	20,695	4,902	389,824
Goole	1,099	65,203	508	115,505	1,607	180,708	24	4,030	–	–	24	4,030	923	49,733	513	116,071	1,436	165,804	21	3,277	–	–	21	3,277	3,088	353,819
Grimsby	380	51,568	415	135,223	795	186,791	480	106,146	91	39,256	571	145,402	526	74,655	424	141,525	950	216,180	620	136,880	91	40,421	711	177,301	3,027	725,674
Hartlepool	869	153,753	284	120,565	1,153	274,318	1,223	152,942	48	22,861	1,271	175,803	4,324	601,010	583	231,326	4,907	832,336	1,427	175,824	49	23,546	1,476	199,370	8,807	1,481,827
Harwich	416	31,573	260	128,119	676	159,692	30	2,695	–	–	30	2,695	301	15,210	262	128,720	563	143,930	22	2,161	–	–	22	2,161	1,291	305,478
Hayle	833	82,929	227	38,991	1,060	121,920	14	1,560	–	–	14	1,560	350	35,504	101	18,095	451	53,599	5	1,001	–	–	5	1,001	1,520	178,080
Hull	976	145,914	1,820	680,789	2,796	826,703	1,381	265,997	198	86,015	1,579	352,012	990	126,529	1,764	639,665	2,754	766,194	1,085	204,009	198	84,907	1,283	288,916	8,412	2,233,825
Ipswich	1,042	88,707	86	6,426	1,128	95,133	115	17,467	–	–	115	17,467	879	50,733	83	6,064	962	56,797	69	7,160	–	–	69	7,160	2,274	176,557
Lancaster	868	64,073	513	130,106	1,381	194,179	22	5,617	–	–	22	5,617	1,695	140,545	505	134,281	2,200	274,826	12	3,278	–	–	12	3,278	3,615	477,900
Liverpool	5,776	1,692,241	4,733	2,384,768	10,509	4,077,009	1,145	577,201	98	50,249	1,243	627,450	6,437	1,704,408	4,549	2,254,086	10,986	3,958,494	1,115	570,412	85	44,349	1,200	614,761	23,938	9,277,714
Llanelly	1,276	107,978	146	14,703	1,422	122,681	365	26,544	–	–	365	26,544	2,002	170,537	148	14,863	2,150	185,400	392	28,170	–	–	392	28,170	4,329	362,795
London	13,654	2,583,780	6,909	2,961,073	20,563	5,544,853	3,214	866,277	637	236,360	3,851	1,102,637	8,429	1,331,777	4,124	1,609,007	12,553	2,940,784	2,609	721,990	586	218,804	3,195	940,794	40,162	10,529,068
Lowestoft	785	76,528	63	6,234	848	82,762	45	6,204	–	–	45	6,204	193	11,380	53	5,017	246	16,397	29	4,115	–	–	29	4,115	1,168	109,478
Lyme	113	7,184	–	–	113	7,184	–	–	–	–	–	–	29	986	–	–	29	986	–	–	–	–	–	–	142	8,170
Lynn	926	81,251	141	15,427	1,067	96,678	64	7,761	2	1,058	66	8,819	347	23,202	138	14,335	485	37,537	10	1,495	–	–	10	1,495	1,628	144,529
Maldon	1,067	67,173	–	–	1,067	67,173	15	1,989	–	–	15	1,989	821	36,629	–	–	821	36,629	15	1,989	–	–	15	1,989	1,918	107,780
Maryport	439	38,503	–	–	439	38,503	5	590	–	–	5	590	2,713	263,815	5	1,525	2,718	265,340	2	178	–	–	2	178	3,164	304,611
Middlesborough	483	53,282	396	93,647	879	146,929	244	24,592	2	416	246	25,008	1,822	169,971	794	167,443	2,616	337,414	433	47,680	3	246	436	47,926	4,177	557,277
Milford	528	26,296	538	165,753	1,066	192,049	13	4,226	–	–	13	4,226	863	37,496	379	102,040	1,242	139,536	6	2,145	1	50	7	2,195	2,328	338,006
Newhaven	377	52,693	531	110,667	908	163,360	42	3,774	–	–	42	3,774	30	1,520	528	110,286	558	111,806	37	2,966	–	–	37	2,966	1,545	281,906
Newport	1,791	160,287	559	74,803	2,350	235,090	278	66,148	6	1,853	284	68,001	6,929	563,805	467	98,088	7,396	661,893	473	142,621	7	2,336	480	144,957	10,510	1,109,941
Padstow	637	32,566	35	3,031	672	35,597	4	912	–	–	4	912	128	6,192	35	3,031	163	9,223	4	1,361	–	–	4	1,361	843	47,093
Penzance	562	43,257	171	30,450	733	73,707	37	4,929	–	–	37	4,929	174	12,629	115	7,590	289	20,219	19	3,020	–	–	19	3,020	1,078	101,875
Plymouth	2,574	239,457	565	240,357	3,139	479,814	177	32,522	19	3,211	196	35,733	1,547	116,939	494	206,556	2,041	323,495	96	18,425	–	–	96	18,425	5,472	857,467
Poole	571	46,514	18	2,583	589	49,097	41	6,435	–	–	41	6,435	222	11,985	18	2,610	240	14,595	40	5,713	–	–	40	5,713	910	75,840
Portsmouth	1,367	142,934	78	17,978	1,445	160,912	150	16,305	–	–	150	16,305	629	23,316	50	11,948	679	35,264	127	13,659	–	–	127	13,659	2,401	226,140
Preston	426	25,400	33	1,075	459	26,475	3	448	–	–	3	448	345	20,693	9	279	354	20,972	3	448	–	–	3	448	819	48,343
Ramsgate	299	27,686	–	–	299	27,686	9	1,481	–	–	9	1,481	60	4,184	–	–	60	4,184	–	–	–	–	–	–	368	33,351
Rochester	3,123	286,684	120	49,114	3,243	335,798	103	18,412	–	–	103	18,412	1,583	62,918	–	–	1,583	62,918	108	18,544	–	–	108	18,544	5,037	435,672
Runcorn	908	65,626	2	271	910	65,897	38	4,758	–	–	38	4,758	1,994	149,497	–	–	1,994	149,497	77	10,455	–	–	77	10,455	3,019	230,607
Rye	364	31,173	–	–	364	31,173	15	2,016	–	–	15	2,016	63	4,080	–	–	63	4,080	10	1,506	–	–	10	1,506	452	38,775
Scarborough	389	23,835	5	149	394	23,984	2	246	–	–	2	246	38	1,931	–	–	38	1,931	1	125	–	–	1	125	435	26,286
Scilly	48	3,148	113	7,458	161	10,606	–	–	–	–	–	–	33	1,281	114	7,524	147	8,805	–	–	–	–	–	–	308	19,411
Shoreham	596	81,647	–	–	596	81,647	276	20,786	–	–	276	20,786	112	8,722	–	–	112	8,722	263	19,455	–	–	263	19,455	1,247	130,610
Southampton	1,388	155,717	1,159	401,203	2,547	556,920	447	37,031	112	208,788	559	245,819	660	40,294	1,177	321,018	1,837	361,312	402	28,015	109	204,315	511	232,330	5,454	1,396,381

Ports.	Entered.												Cleared.												Total Entered and Cleared.	
	British.						Foreign.						British.						Foreign.							
	Sailing.		Steam.		Total.		Sailing.		Steam.		Total.		Sailing.		Steam.		Total.		Sailing.		Steam.		Total.			
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
England—*cont.*																										
Stockton	276	24,158	100	18,370	376	42,528	116	14,033	–	–	116	14,033	282	19,048	113	25,737	395	44,785	30	2,614	–	–	30	2,614	917	103,960
Sunderland	1,806	267,501	421	177,604	2,227	445,105	1,083	158,632	69	28,978	1,152	187,610	10,129	1,432,046	1,537	645,732	11,666	2,077,778	1,261	200,752	86	35,146	1,347	235,898	16,592	2,940,391
Swansea	4,037	405,815	795	123,510	4,832	529,325	951	116,934	4	1,738	955	118,672	6,570	646,369	997	160,967	7,567	807,336	1,224	184,884	6	2,688	1,230	187,572	14,581	1,642,905
Teignmouth	495	49,582	–	–	495	49,582	13	1,940	–	–	13	1,940	140	11,320	–	–	140	11,320	12	1,538	–	–	12	1,538	650	64,380
Truro	577	51,066	76	14,280	653	65,346	35	11,718	–	–	35	11,718	394	36,826	31	4,098	425	40,924	31	10,237	–	–	31	10,237	1,144	128,225
Wells	467	23,642	–	–	467	23,642	25	1,497	–	–	25	1,497	219	10,696	–	–	219	10,696	3	212	–	–	3	212	714	36,047
Weymouth	355	26,365	130	18,817	485	45,182	14	2,282	–	–	14	2,282	84	5,954	130	18,817	214	24,771	12	1,918	–	–	12	1,918	725	74,153
Whitby	434	22,344	–	–	434	22,344	3	307	–	–	3	307	53	2,968	–	–	53	2,968	–	–	–	–	–	–	490	25,619
Whitehaven	590	32,406	238	49,129	828	81,535	8	1,452	–	–	8	1,452	3,601	263,252	333	73,613	3,934	336,865	5	837	–	–	5	837	1,775	420,689
Wisbeach	358	29,277	31	2,665	389	31,942	92	17,072	–	–	92	17,072	100	5,934	31	2,454	131	8,388	55	10,299	–	–	55	10,299	667	67,701
Woodbridge	346	19,053	–	–	346	19,053	7	721	–	–	7	721	170	8,270	–	–	170	8,270	5	552	–	–	5	552	528	28,596
Workington	107	8,139	6	406	113	8,545	3	671	–	–	3	671	948	92,622	14	1,039	962	93,661	3	671	–	–	3	671	1,081	103,548
Yarmouth	1,290	115,264	171	36,470	1,461	151,734	107	14,526	–	–	107	14,526	465	31,462	166	35,693	631	67,155	80	9,837	–	–	80	9,837	2,279	243,252
Tyne Ports:																										
Newcastle	3,690	528,343	1,405	441,774	5,095	970,117	2,664	451,639	48	23,622	2,712	475,261	10,382	1,725,691	2,865	1,244,015	13,247	2,969,706	3,967	741,322	68	29,813	4,035	771,135	25,089	5,186,219
Shields	553	98,288	91	26,319	644	124,607	263	43,849	1	208	264	44,057	1,272	188,023	90	31,911	1,362	219,934	261	37,729	6	966	267	38,695	2,537	427,293
Shields, "South"	565	147,848	127	56,987	692	204,835	239	47,452	–	–	239	47,452	89	22,072	149	59,420	238	81,492	13	1,984	–	–	13	1,984	1,182	335,763
Total, Tyne Ports	4,808	774,479	1,623	525,080	6,431	1,299,559	3,166	542,940	49	23,830	3,215	566,770	11,743	1,935,786	3,104	1,335,346	14,847	3,271,132	4,241	781,035	74	30,779	4,315	811,814	28,808	5,949,275
Total, England	90,144	10,569,480	32,294	10,539,948	122,438	21,109,428	18,209	3,789,733	2,383	877,366	20,592	4,667,099	102,965	11,974,680	32,201	10,372,918	135,166	22,347,598	19,307	4,159,481	2,192	837,311	21,499	4,996,792	299,695	53,120,917
Scotland:																										
Aberdeen	1,449	175,029	437	156,293	1,886	331,322	199	29,180	–	–	199	29,180	354	45,657	435	155,531	789	201,188	54	11,903	1	57	55	11,960	2,929	573,650
Alloa	111	11,013	3	722	114	11,735	247	36,400	–	–	247	36,400	258	28,987	1	298	259	29,285	406	60,331	1	283	407	60,614	1,027	138,034
Arbroath	407	34,110	1	36	408	34,146	39	4,908	–	–	39	4,908	139	9,818	2	85	141	9,903	–	–	–	–	–	–	588	48,957
Ardrossan	257	26,498	217	50,788	474	77,286	22	2,619	–	–	22	2,619	1,649	195,826	343	73,986	1,992	269,812	116	24,842	–	–	116	24,842	2,604	374,559
Ayr	228	17,749	207	16,529	435	34,278	9	1,465	–	–	9	1,465	1,118	76,313	219	16,996	1,337	93,309	9	1,393	–	–	9	1,393	1,799	130,445
Banff	381	26,719	–	–	381	26,719	72	4,819	–	–	72	4,819	146	9,344	–	–	146	9,344	43	2,501	–	–	43	2,501	642	43,383
Borrowstoness	134	11,496	2	357	136	11,853	278	26,740	–	–	278	26,740	676	70,914	3	756	679	71,670	1,095	118,703	–	–	1,095	118,703	2,188	228,966
Campbeltown	359	16,422	266	36,655	625	53,077	20	2,340	–	–	20	2,340	143	7,051	247	36,441	390	43,492	–	–	–	–	–	–	1,035	98,909
Dumfries	463	14,897	46	12,088	509	26,985	1	58	–	–	1	58	190	7,326	44	11,779	234	19,105	–	–	–	–	–	–	744	46,148
Dundee	1,055	127,911	396	141,815	1,451	268,826	296	47,891	2	641	298	48,532	332	39,389	241	79,505	573	118,894	219	35,208	2	555	221	35,763	2,543	472,915
Glasgow	1,264	214,801	1,893	637,355	3,157	852,156	183	46,725	2	697	185	47,422	2,703	383,964	2,599	819,860	5,302	1,203,824	175	52,980	11	4,668	186	57,648	8,830	2,161,060
Grangemouth	224	29,073	535	141,527	759	170,600	564	74,573	16	4,762	580	79,335	207	27,825	422	124,163	629	151,988	514	73,830	18	5,301	532	79,131	2,500	481,054
Granton	65	10,291	234	99,573	299	100,864	92	13,479	12	4,096	104	17,575	148	22,493	252	99,279	400	121,772	50	9,834	12	4,113	62	13,947	865	254,158
Greenock	1,043	222,465	887	176,663	1,930	399,128	114	43,654	–	–	114	43,654	562	178,434	403	55,900	965	234,334	56	24,679	8	12,727	64	37,406	3,073	714,522
Inverness	1,337	86,824	424	62,505	1,761	149,329	66	7,159	–	–	66	7,159	1,046	67,554	401	62,861	1,447	130,415	60	6,337	–	–	60	6,337	3,334	293,240
Kirkaldy	287	22,990	142	12,454	429	35,444	370	34,839	–	–	370	34,839	984	89,969	140	12,123	1,124	102,092	999	95,752	–	–	999	95,752	2,922	268,187
Kirkwall	251	14,756	302	30,608	553	45,364	13	1,220	–	–	13	1,220	167	10,541	299	30,671	466	41,212	8	455	–	–	8	455	1,040	88,251
Leith	850	103,804	766	317,075	1,616	420,879	985	127,581	39	15,330	1,024	142,911	546	58,570	737	302,071	1,283	360,641	175	41,017	36	14,962	211	55,979	4,134	980,410
Lerwick	98	6,929	69	20,055	167	26,984	20	1,698	2	769	22	2,467	76	4,978	74	20,443	150	25,421	19	1,464	2	769	21	2,233	360	57,105
Montrose	645	64,684	6	1,540	651	66,224	121	22,642	–	–	121	22,642	294	26,972	3	253	297	27,225	55	11,586	–	–	55	11,586	1,124	127,677
Perth	113	8,262	–	–	113	8,262	34	3,384	–	–	34	3,384	112	7,956	–	–	112	7,956	1	83	–	–	1	83	260	19,685
Peterhead	485	32,429	4	1,081	489	34,510	91	6,398	–	–	91	6,398	435	28,288	4	1,081	439	29,369	81	5,596	–	–	81	5,596	1,100	75,873
Port Glasgow	49	28,551	1	1,437	50	29,988	4	1,160	–	–	4	1,160	58	41,577	13	2,931	71	44,508	4	775	1	115	5	890	130	76,546
Stornoway	161	9,445	98	26,120	259	35,565	5	291	–	–	5	291	110	6,454	96	26,024	206	32,478	6	680	–	–	6	680	476	69,014
Stranraer	438	19,406	182	30,874	620	50,280	–	–	–	–	–	–	84	4,218	175	29,814	259	34,032	–	–	–	–	–	–	879	84,312
Troon	152	14,145	45	2,453	197	16,598	25	3,960	–	–	25	3,960	2,587	229,866	236	34,521	2,823	264,387	113	32,198	–	–	113	32,198	3,158	317,143
Wick	498	31,956	368	57,537	866	89,493	104	6,656	–	–	104	6,656	328	18,408	387	64,361	715	82,769	89	5,670	–	–	89	5,670	1,774	184,588
Wigtown	458	16,263	48	13,632	506	29,895	1	126	–	–	1	126	278	9,705	52	14,768	330	24,473	1	126	–	–	1	126	838	54,620
Total, Scotland	13,262	1,399,018	7,579	2,038,772	20,841	3,437,790	3,975	551,965	73	26,295	4,048	578,260	15,730	1,708,397	7,828	2,076,501	23,558	3,784,898	4,348	617,943	92	43,550	4,440	661,493	52,887	8,462,441
Ireland:																										
Ballina	59	4,567	35	4,728	94	9,295	1	161	–	–	1	161	64	5,089	15	3,501	79	8,590	–	–	–	–	–	–	174	18,046
Belfast	5,266	459,765	2,141	683,403	7,407	1,143,168	159	44,507	–	–	159	44,507	804	75,880	1,786	612,853	2,590	688,733	42	11,311	–	–	42	11,311	10,198	1,887,719
Coleraine	228	15,453	209	33,346	432	48,799	4	852	–	–	4	852	32	1,972	191	32,432	223	34,404	4	852	–	–	4	852	663	84,907
Cork	1,409	171,410	631	273,087	2,040	444,497	172	56,728	1	825	173	57,553	767	68,076	606	257,761	1,373	325,837	44	11,333	–	–	44	11,333	3,630	839,220
Drogheda	393	33,603	258	77,985	651	111,588	–	–	–	–	–	–	129	9,801	342	103,055	471	112,856	–	–	–	–	–	–	1,122	224,444
Dublin	5,048	539,994	1,978	736,177	7,026	1,276,171	202	68,054	1	539	203	68,593	1,755	145,728	2,143	816,778	3,898	962,506	92	29,887	–	–	92	29,887	11,219	2,337,157
Dundalk	582	51,425	203	83,789	785	135,214	4	645	–	–	4	645	105	8,756	213	88,130	318	96,886	3	461	–	–	3	461	1,110	233,206
Galway	148	19,541	3	889	151	20,430	14	4,735	–	–	14	4,735	93	11,170	1	96	94	11,266	2	328	–	–	2	328	261	36,759

PORTS.	Entered. British. Sailing. Vessels.	Sailing. Tons.	Steam. Vessels.	Steam. Tons.	Total. Vessels.	Total. Tons.	Foreign. Sailing. Vessels.	Sailing. Tons.	Steam. Vessels.	Steam. Tons.	Total. Vessels.	Total. Tons.	Cleared. British. Sailing. Vessels.	Sailing. Tons.	Steam. Vessels.	Steam. Tons.	Total. Vessels.	Total. Tons.	Foreign. Sailing. Vessels.	Sailing. Tons.	Steam. Vessels.	Steam. Tons.	Total. Vessels.	Total. Tons.	Total Entered and Cleared. Vessels.	Total Entered and Cleared. Tons.
Ireland—*cont.*																										
Skibbereen	208	12,300	–	–	208	12,300	–	–	–	–	–	–	105	6,953	–	–	105	6,953	–	–	–	–	–	–	313	19,253
Sligo	253	15,999	144	34,197	397	50,196	17	5,514	–	–	17	5,514	239	9,600	151	33,961	390	43,561	5	1,588	–	–	5	1,588	809	100,859
Tralee	150	12,408	15	5,845	165	18,253	12	3,696	–	–	12	3,696	67	4,936	5	1,928	72	6,864	2	830	–	–	2	830	251	29,643
Waterford	973	95,567	865	313,417	1,838	408,984	70	24,834	1	430	71	25,264	464	37,400	811	289,466	1,275	326,866	24	6,753	–	–	24	6,753	3,208	767,867
Westport	64	3,600	30	5,946	94	9,546	3	833	–	–	3	833	57	3,519	30	5,946	87	9,465	–	–	–	–	–	–	184	19,844
Wexford	545	38,660	129	25,919	674	64,579	1	389	–	–	1	389	345	23,501	128	25,620	473	49,121	–	–	–	–	–	–	1,148	114,089
Youghal	239	22,392	1	23	240	22,415	1	348	–	–	1	348	189	18,170	–	–	189	18,170	–	–	–	–	–	–	430	40,933
Total, Ireland	17,935	1,736,297	7,815	2,533,882	25,750	4,270,179	799	253,803	3	1,794	802	255,597	6,113	517,885	7,544	2,515,435	13,657	3,033,320	255	72,755	–	–	255	72,755	40,464	7,631,851
Total United Kingdom	121,341	13,704,795	47,688	15,112,602	169,029	28,817,397	22,983	4,595,501	2,459	905,455	25,442	5,500,956	124,808	14,200,962	47,573	14,964,854	172,381	29,165,816	23,910	4,850,179	2,284	880,861	26,194	5,731,040	393,046	69,215,209
Isle of Man	1,079	47,469	292	67,307	1,371	114,776	17	2,596	–	–	17	2,596	452	19,876	260	61,887	712	81,763	11	1,641	–	–	11	1,641	2,111	200,776
Channel Islands	876	60,941	297	30,129	1,173	91,070	271	12,291	–	–	271	12,291	829	33,116	293	30,820	1,122	63,936	255	10,873	–	–	255	10,873	2,821	178,170

General Register and Record Office of Shipping and Seamen,
London, 3 June 1869.

John J. Mayo,
Registrar General of Shipping and Seamen.

RETURN of the Number and Tonnage of Sailing and Steam Vessels (including their repeated Voyages), that Entered and Cleared in the Foreign Trade during the Year 1868, at Ports in the *United Kingdom*, separating British from Foreign Vessels, and distinguishing the Trade with each Country.

COUNTRIES.	Entered. Sailing. British. Vessels.	Sailing. British. Tons.	Sailing. Foreign. Vessels.	Sailing. Foreign. Tons.	Steam. British. Vessels.	Steam. British. Tons.	Steam. Foreign. Vessels.	Steam. Foreign. Tons.	Total. British. Vessels.	Total. British. Tons.	Total. Foreign. Vessels.	Total. Foreign. Tons.	Cleared. Sailing. British. Vessels.	Sailing. British. Tons.	Sailing. Foreign. Vessels.	Sailing. Foreign. Tons.	Steam. British. Vessels.	Steam. British. Tons.	Steam. Foreign. Vessels.	Steam. Foreign. Tons.	Total. British. Vessels.	Total. British. Tons.	Total. Foreign. Vessels.	Total. Foreign. Tons.
Russia	1,715	398,474	2,435	572,677	439	304,008	18	18,018	2,154	702,482	2,453	590,695	1,104	245,097	1,634	329,468	407	271,603	20	17,446	1,511	516,700	1,654	346,914
Sweden	615	119,547	2,922	587,804	157	94,532	41	19,186	772	214,079	2,963	606,990	330	62,340	1,520	335,132	155	93,855	40	18,967	485	156,195	1,560	354,099
Norway	454	51,846	2,944	546,599	143	65,044	10	2,790	597	116,890	2,954	549,389	291	40,002	2,565	499,170	119	54,857	27	7,398	410	94,859	2,592	506,568
Denmark	64	9,024	1,287	116,844	79	29,984	34	10,626	143	39,008	1,321	127,470	470	82,746	4,107	578,861	118	47,628	47	18,502	588	130,374	4,154	597,363
Prussia	621	82,085	1,309	269,261	334	161,764	90	36,005	955	243,849	1,399	305,266	725	107,815	1,493	318,152	363	174,385	80	30,729	1,088	282,200	1,573	348,881
Germany	1,101	221,285	2,070	293,473	1,412	653,871	396	356,496	2,513	875,156	2,466	649,969	1,056	183,967	2,438	270,926	1,340	606,932	381	201,670	2,396	790,899	2,819	472,596
Holland	1,092	201,865	1,134	167,005	1,603	573,616	232	75,399	2,695	775,481	1,366	242,404	929	141,527	444	43,246	1,475	508,927	148	43,691	2,404	650,454	592	86,937
Belgium	852	146,735	756	163,178	1,165	405,128	722	118,775	2,017	551,863	1,478	281,953	538	54,468	62	10,748	1,073	361,597	712	118,010	1,611	416,065	774	128,758
Channel Islands	1,304	138,993	17	1,669	455	87,422	1	44	1,759	226,415	18	1,713	894	74,631	2	228	467	88,554	–	–	1,361	163,185	2	228
France	4,627	573,752	4,459	500,334	5,338	1,347,488	690	152,543	9,965	1,921,240	5,149	652,877	4,674	579,019	3,914	323,820	5,491	1,379,164	501	109,474	10,165	1,958,183	4,415	433,294
Portugal	738	105,225	109	15,214	198	86,139	34	18,841	936	191,364	143	34,055	564	84,974	308	59,560	196	83,807	33	18,930	760	168,781	341	78,490
Spain	949	229,681	470	74,432	183	75,739	170	78,412	1,132	305,420	640	152,844	1,163	250,354	680	140,166	165	64,371	148	70,283	1,328	314,725	828	210,449
Gibraltar	5	881	1	154	43	26,126	–	–	48	27,007	1	154	220	37,164	2	982	111	58,740	1	502	331	95,904	3	1,484
Italian States	489	89,513	257	65,928	243	171,477	3	2,265	732	260,990	260	68,193	737	173,241	914	299,038	251	188,796	7	4,501	988	362,037	921	303,539
Malta	2	192	1	106	5	3,582	–	–	7	3,774	1	106	106	37,281	44	15,380	90	58,917	–	–	196	96,198	44	15,380
Greece	82	17,705	3	897	54	29,719	–	–	136	47,424	3	897	95	35,756	61	21,435	13	9,253	–	–	108	45,009	61	21,435
Turkey	246	70,217	223	83,889	101	108,384	3	2,751	347	178,601	226	86,640	217	61,289	280	94,235	148	119,512	6	2,498	365	180,801	286	96,733
Wallachia and Moldavia	94	21,963	128	35,966	34	17,739	1	430	128	39,702	129	36,396	63	13,698	61	11,569	25	13,093	1	130	88	26,791	62	11,699
Syria	–	–	1	297	–	–	–	–	–	–	1	297	17	4,483	5	1,465	–	–	–	–	17	4,483	5	1,465
Africa	686	211,778	180	56,694	327	349,835	1	560	1,013	561,613	181	57,254	928	299,670	398	125,180	323	337,120	3	4,486	1,251	636,790	403	129,666
Asia	1,309	1,997,190	105	67,223	21	26,320	–	–	1,330	1,123,510	105	67,223	1,812	1,485,509	375	242,697	23	22,667	2	1,433	1,835	1,508,176	377	244,130
America:																								
British Northern Colonies	1,400	810,414	334	192,364	83	94,218	–	–	1,483	904,632	334	192,364	1,152	649,178	141	66,651	89	98,914	–	–	1,241	748,092	141	66,651
British West Indies	769	241,513	82	28,863	6	5,331	–	–	775	246,844	82	28,863	674	224,326	106	34,192	13	11,077	–	–	687	235,403	106	34,192
Foreign West Indies	275	112,102	306	107,766	28	46,909	3	4,473	303	159,011	309	112,239	366	132,868	500	167,615	39	61,665	–	–	405	194,533	500	167,615
United States	632	433,613	492	396,017	378	612,000	6	5,374	1,010	1,045,613	498	401,391	688	484,829	591	490,411	376	607,548	114	207,934	1,064	1,092,377	705	698,345
Central and Southern States	925	359,091	464	149,116	99	95,886	–	–	1,024	454,977	464	149,116	1,161	469,541	744	264,106	99	85,990	8	2,780	1,260	555,531	752	266,886
Falkland Islands	2	468	–	–	–	–	–	–	2	468	–	–	6	1,456	–	–	–	–	–	–	6	1,456	–	–
Whale Fisheries	12	3,018	–	–	15	5,486	–	–	27	8,504	–	–	11	2,820	–	–	16	5,486	–	–	27	8,306	–	–
Total	21,060	5,748,170	22,489	4,493,770	12,943	5,477,747	2,455	902,988	34,003	11,225,917	24,944	5,396,758	20,991	6,020,049	23,389	4,744,433	12,985	5,414,458	2,281	879,364	33,976	11,434,507	25,670	5,623,797

General Register and Record Office of Shipping and Seamen,
London, 3 June 1869.

John J. Mayo,
Registrar General of Shipping and Seamen.

SHIPPING.

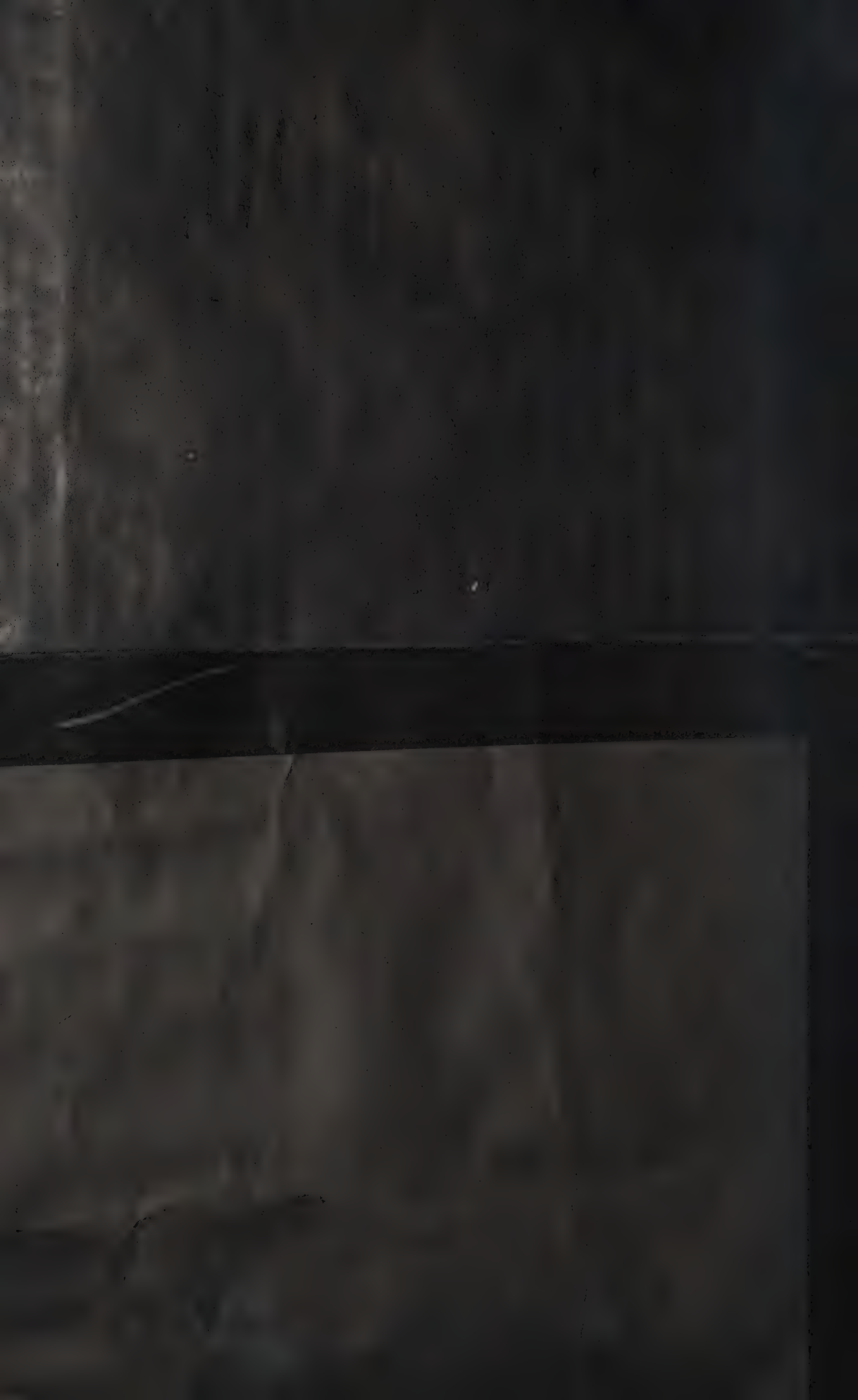
RETURNS of the Total Number and Tonnage of SAILING and STEAM VESSELS remaining on the Register on 31 December 1868, of each Port of the *United Kingdom*, the *Isle of Man* and *Channel Islands*, each Port of the Colonies, &c.; of the Number and Tonnage of SAILING and STEAM VESSELS placed on the Registers of Ports in the *United Kingdom* during the Year 1868; of the Number and Tonnage of VESSELS Sold and Transferred, Wrecked, and Broken up during the Year 1868; &c.

(*Mr. Stevenson.*)

Ordered, by The House of Commons, *to be Printed,*
9 *June* 1869.

257.

Under 3 *oz.*



STEAM VESSELS.

RETURN to an Order of the Honourable The House of Commons, dated 23 April 1869;—*for*,

A RETURN, "in a TABULAR FORM, with Consecutive Numbers, of the whole of the STEAM VESSELS Registered in the United Kingdom on or before the 1st day of January 1869; stating, in separate Columns, the following Particulars:—Official Number of Vessel; Vessel's Name; Port of Registry; Date of Registry; Date of Build; Registered Owners; Dimensions of Vessels in Length and Breadth and Depth of Hold; Tonnage (exclusive of Engine Room) and Gross Tonnage, distinguishing Vessels Built of Iron and Vessels having Screw Propellers; also, distinguishing Vessels measured under the Merchant Shipping Act of 1854 from those measured under previous Acts; and Estimated Horse Power of their Engines, and giving the Aggregate Number of Vessels and Amount of Tonnage; with an INDEX for easy reference attached to it, giving the Names of the Vessels in Alphabetical Order, with Numbers to each corresponding with the Consecutive Numbers in the Return (in continuation of Parliamentary Paper, No. 429, of Session 1867-8)."

Board of Trade, 27 July 1869.

T. H. FARRER.

(*Mr. Goschen.*)

Ordered, by The House of Commons, *to be Printed*, 28 *July* 1869.

RETURN, in a TABULAR FORM, with Consecutive Numbers, of the whole of the STEAM VESSELS Registered in the United Kingdom on or before the 1st day of January 1869; stating, in separate Columns, the following Particulars:—Official Number of Vessel; Vessel's Name; Port of Registry; Date of Registry; Date of Build; Registered Owners; Dimensions of Vessels in Length and Breadth and Depth of Hold; Tonnage (exclusive of Engine Room) and Gross Tonnage, distinguishing Vessels Built of Iron and Vessels having Screw Propellers; also, distinguishing Vessels measured under the Merchant Shipping Act of 1854 from those measured under previous Acts; and Estimated Horse Power of their Engines, and giving the Aggregate Number of Vessels and Amount of Tonnage; with an INDEX for easy reference attached to it, giving the Names of the Vessels in Alphabetical Order, with Numbers to each corresponding with the Consecutive Numbers in the Return (in continuation of Parliamentary Paper, No. 429, of Session 1867–8.

Vessels marked * have been measured previous to the Merchant Shipping Act, 1854.

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1	–	*Beaver	London - 1835	1835	Hudson's Bay Company	101 4	20 0	11 0½	109	–	70	
2	257	*City of Hamburgh	ditto - 1836	1834	General Steam Navigation Company	160 5	23 8	15 9	333	518	140	
3	413	*John Bull	ditto - „	1835	- - ditto	164 9	25 8	17 2	345	591	200	
4	18	*Giraffe	ditto - „	1836	- - ditto	142 0	22 8	14 6	232	410	120	
5	180	*Rainbow	ditto - 1838	1837	- - ditto	185 0	24 2	12 0	263	407	160	iron.
6	13,701	*Starlight	ditto - 1839	1838	Iron Steam Boat Company	82 0	13 7	6 8	30	51	20	iron.
7	13,702	*Twilight	ditto - „	„	- - ditto	82 0	13 5	6 8	30	51	20	iron.
8	13,704	*Bridegroom	ditto - „	1839	- - ditto	93 5	13 6	6 9	35	55	24	iron.
9	–	Queen Victoria	ditto - „	1837	Frederick Squire	83 6	10 9	6 2	35	52	–	
10	734	*Trident	ditto - 1842	1841	General Steam Navigation Company	192 7	28 7	19 4	645	971	280	
11	4,256	*Grey Mare Meg	ditto - „	1842	James Habgood, Jun.	72 4	15 6	9 0	14	71	50	
12	930	*Magician	ditto - 1843	„	General Steam Navigation Company	146 9	20 0	10 1	96	175	110	iron.
13	15,862	*Monarch	ditto - „	1833	William Watkins	64 10 in.	13 11 in.	7 0	26	–	20	
14	9,167	*Samson	ditto - 1844	1837	Thames Steam Towing Company	84 0	15 9	9 1	34	88	60	
15	6,199	*Victory	ditto - „	1840	Caledonian Steam Towing Company	82 2	16 1	9 0	28	86	60	
16	6,198	*Sir William Wallace	ditto - „	1841	- - ditto	98 1	17 9	10 0	47	128	80	
17	9,960	*Matrimony	ditto - „	1842	Iron Steam Boat Company	98 1	13 4	6 4	37	55	24	iron.
18	260	*Triton	ditto - 1845	1845	General Steam Navigation Company	163 0	23 4	13 7	205	358	120	
19	4,257	*Trinity	ditto - 1846	1844	T. Petley and others	85 2	16 7	10 4	36	103	80	
20	–	*Emmanuel	ditto - „	1841	Overton and Hughes	80 0	10 6	7 0	20	45	–	
21	23,065	*Sibyl	ditto - 1847	1844	Woolwich Steam Packet Company	114 5	13 5	6 9	58	82	32	iron.
22	25,136	*Conway	ditto - „	1846	Royal Mail Packet Company	186 5	28 4	19 5	580	930	300	
23	12,757	*Paul Pry	ditto - „	1847	F. F. White and others	80 0	15 5	8 7	43	83	35	
24	4,254	*Thomas Petley	ditto - „	1846	James Martin	89 2	16 6	10 1	43	108	80	
25	9,072	*Highland Maid	ditto - „	„	Daniel Barker and others	66 2	13 0	8 0	18	49	22	
26	–	*Tonbridge	ditto - „	1845	Frederick Partridge and others	70 2	11 4	6 7	13	41	–	
27	26,440	*Citizen (G.)	ditto - „	1846	Citizen Steam Boat Company	94 0	13 4	6 6	43	61	24	iron.
28	26,443	*Citizen (K.)	ditto - „	1847	- - ditto	103 5	12 3	6 4	58	75	24	iron.

29	26,434	*Citizen (A.)	ditto	„	1845	- - ditto	94	0	13	4	6	6	43	61	24	iron.
30	26,442	*Citizen (J.)	ditto	„	1847	- - ditto	103	5	12	3	6	4	58	75	24	iron.
31	26,435	*Citizen (B.)	ditto	„	1845	- - ditto	94	0	13	4	6	6	43	61	24	iron.
32	26,444	*Citizen (L.)	ditto	„	1847	- - ditto	103	5	12	3	6	4	58	75	24	iron.
33	989	*Kent	ditto	„	„	David Waddington	78	5	15	0	7	5	40	68	32	
34	988	*Essex	ditto	„	„	- - ditto	78	5	14	9	7	3	40	66	32	
35	6,169	*Dougal	ditto	„	„	Caledonian Steam Towing Company	76	3	14	1	9	4	37	76	60	
36	22	Albion	ditto	„	1848	General Steam Navigation Company	174	0	23	2	13	2	213	338	120	
37	15,874	*Hercules	ditto	1849	1847	George Smith	85	9	22	9	9	9	104	294	25	
38	–	*Disowned	ditto	„	1848	John M'Intosh	55	8	13	7	4	8	3	4	–	
39	24,732	*Enterprise	ditto	„	1849	J. S. Rutter	83	0	9	0	5	0	9	29	30	iron.
40	25,154	*Bosphorus	ditto	„	„	W. Inman	173	6	24	3	14	6	330	446	80	
41	4,253	*Perseverance	ditto	„	„	W. H. Carey	97	0	17	7	10	8	57	147	100	
42	23,114	*Prince of Wales	ditto	„	1843	General Steam Navigation Company	180	0	21	0	10	0	139	246	136	iron.
43	46	*Lord John Russell	ditto	„	1846	W. H. Carey	120	4	22	8	12	0	207	255	40	
44	23	Seine	ditto	„	1849	General Steam Navigation Company	175	0	23	3	13	1	212	336	120	iron.
45	21	Rhine	ditto	„	„	- - ditto	190	2	25	8	14	6	278	441	140	iron.
46	–	*Pottinger	ditto	„	1846	Peninsular and Oriental Company	220	3	34	5	20	9	890	1,350	450	iron.
47	82	*Sir Robert Peel	ditto	1850	„	W. H. Carey	124	0	22	9	11	8	234	282	40	iron, screw.
48	13,954	*Euxine	ditto	„	1847	Peninsular and Oriental Company	222	7	29	4	18	5	729	1,165	400	iron.
49	735	*Tiger	ditto	„	1838	General Steam Navigation Company	162	0	25	6	16	9	379	606	242	
50	733	*Princess Royal	ditto	„	1841	- - ditto	177	7	25	4	17	8	494	748	200	
51	232	*Neptune	ditto	„	1837	- - ditto	173	0	24	8	17	1	364	600	200	
52	31,249	*Ganges	ditto	„	1850	Peninsular and Oriental Company	235	3	29	4	18	4	742	1,190	470	iron.
53	20	*Concordia	ditto	1851	1851	General Steam Navigation Company	179	7	23	3	13	5	327	465	136	iron.
54	127	Panther	ditto	„	„	- - ditto	180	5	23	3	13	4	231	360	136	iron.
55	4,375	*Commodore	ditto	„	1840	Shipowners' Towing Company	90	0	17	8	10	2	40	111	80	
56	14,792	*Severn	ditto	„	1851	— Farr	85	1	10	8	5	2	28	38	16	iron.
57	31,143	*Madras	ditto	1852	1852	Peninsular and Oriental Company	232	9	31	6	21	2	606	1,185	274	iron, screw.
58	–	*Wonder	ditto	„	1847	Nicola Vidovich	87	1	16	7	9	2	31	94		
59	25,120	*Nymph	ditto	„	1852	Woolwich Steam Packet Company	123	6	14	5	6	9	58	88	36	
60	30,710	*Bombay	ditto	„	„	Peninsular and Oriental Company	234	0	31	4	21	2	608	1,186	274	iron, screw.
61	31,233	*Formosa	ditto	„	„	- - ditto	203	6	25	3	16	7	451	677	154	iron, screw.
62	26	Moselle	ditto	„	„	General Steam Navigation Company	198	5	25	5	14	6	349	516	150	iron.
63	14,895	*Bolton	ditto	„	1848	Jackson and Bean	68	4	14	0	8	2	19	55	25	
64	26,648	*Eversfield	ditto	„	1852	Alexander Caush	60	5	17	3	6	7	35	51	30	screw.
65	8,214	*Irene	ditto	„	„	Corporation of Trinity House	157	0	20	8	11	5	149	271	160	
66	9,068	*Paul Jones	ditto	„	1849	Daniel Barker and others	79	8	15	6	9	3	22	80	38	
67	4,372	*Sir Walter Scott	ditto	„	1852	Caledonian Steam Towing Company	103	4	16	7	10	3	53	76	70	
68	30,709	*Bengal	ditto	1853	1853	Peninsular and Oriental Company	295	9	38	2	25	4	1,176	2,185	464	iron, screw.
69	31,155	*Cadiz	ditto	„	„	- - ditto	226	4	28	4	18	6	481	816	220	iron, screw.
70	23,059	Elfin	ditto	„	„	Woolwich Steam Packet Company	148	2	13	9	7	9	51	90	40	
71	3	Belgium	ditto	„	1850	General Steam Navigation Company	161	8	26	3	14	3	249	393	180	
72	9,069	*St. Michael	ditto	„	1838	Daniel Barker and another	59	5	11	7	6	8	11	36	14	
73	16,379	*Dragon Fly	ditto	„	1853	Arthur Sleigh	55	2	11	5	7	5	19	32	8	iron, screw.
74	13,833	Solent	ditto	„	„	Royal Mail Packet Company	277	3	34	9	27	3	1,064	1,689	400	
75	155	Holland	ditto	„	„	General Steam Navigation Company	165	3	26	0	13	6	241	383	180	
76	18,604	*Monarch	ditto	„	1830	Electric Telegraph Company	156	2	19	7	14	5	296	427	120	
77	9,134	*Caroline	ditto	„	1853	Thomas Jackson and others	141	0	26	2	14	8	361	480	80	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10ths.	*Feet. 10ths.*	*Feet. 10ths.*				
78	31,152	*Norna	London - 1853	1853	Peninsular and Oriental Company	242 4	26 4	18 7	613	970	230	iron, screw.
79	–	*Anita	ditto - „	„	Magdalena Steam Navigation Company	129 6	18 6	6 2	62	113	80	iron.
80	17,327	Princess Maud	ditto - „	1844	South Eastern Railway Company	140 5	19 8	10 2	91	187	120	iron.
81	17,308	Lord Warden	ditto - „	1847	- - ditto	168 0	23 3	11 0	197	307	160	iron.
82	12,980	*Magnet	ditto - 1854	1854	James Thomas	32 7	8 4	4 6	4	10	12	iron, screw.
83	13,964	*Golden Fleece	ditto - „	„	Captain R. W. Pelly, R.N., and others	280 0	42 3	33 0	2,091	2,768	300	iron, screw.
84	26,524	*Tonning	ditto - „	1853	J. Hoück and others	224 4	27 4	19 1	735	987	200	iron.
85	13,926	Atrato	ditto - „	„	Royal Mail Packet Company	336 6	40 9	33 6	1,970	3,126	750	
86	12,754	*Victoria	ditto - „	„	William Watkins	116 0	17 1	10 8	51	147	180	
87	20,326	*Bishop	ditto - „	„	Corporation of Trinity House	69 0	14 0	8 6	27	66	30	
88	23,050	*Waterman (No. 2)	ditto - „	1844	Waterman's Steam Packet Company	118 3	14 2	7 1	62	85	36	iron.
89	23,052	*Waterman (No. 4)	ditto - „	„	- - ditto	115 5	13 7	7 0	54	77	32	iron.
90	23,054	*Sea Swallow	ditto - „	1854	- - ditto	153 7	15 6	7 0	96	128	60	iron.
91	23,051	*Waterman (No. 3)	ditto - „	1844	- - ditto	114 5	13 6	6 6	53	76	32	iron.
92	609	*Pioneer	ditto - „	1854	General Steam Navigation Company	169 5	24 2	15 6	392	413	70	iron, screw.
93	13,952	*Simla	ditto - „	„	Peninsular and Oriental Company	330 4	37 9	27 0	1,178	2,441	640	iron, screw.
94	25,113	Tamar	ditto - „	„	Royal Mail Packet Company	287 5	33 7	26 5	1,076	1,707	400	
95	23,068	Oread	ditto - „	„	Woolwich Steam Packet Company	151 5	14 9	7 2	71	103	50	
96	9,116	*Lion	ditto - „	1844	J. Jones & Co.	69 5	14 9	8 2	13	58	35	
97	25,118	*Nubia	ditto - „	1854	Peninsular and Oriental Company	289 3	38 0	27 4	1,033	2,096	450	iron, screw.
98	25	Dragon	ditto - „	„	General Steam Navigation Company	162 5	26 5	15 5	382	475	70	
99	9,086	*Rhenus	ditto - „	„	J. Scott Russell	189 0	22 4	9 0	194	365	200	iron.
100	355	Pilot	ditto - „	„	General Steam Navigation Company	180 8	26 9	14 7	319	449	80	iron, screw.
101	6,170	*Caledonia	ditto - „	„	Caledonian Steam Towing Company	102 0	16 4	10 7	48	124	70	
102	12,781	*Contractor	ditto - „	1851	W. J. Thomas and others	74 0	15 1	8 7	29	74	25	
103	285	*Gibraltar	ditto - „	1854	W. Pye and another	208 5	26 5	22 8	669	985	120	iron, screw.
104	13,971	Tyne	ditto - „	„	Royal Mail Packet Company	296 6	36 2	27 1	1,207	1,916	400	iron.
105	31,753	*Burra Burra	ditto - 1855	„	John Gladstone and another	150 8	23 3	11 9	196	321	80	iron, screw.
106	26,251	*Chester	ditto - „	„	General Iron Screw Collier Company	159 4	26 6	14 5	441	568	70	iron, screw.
107	4,264	*Imperial	ditto - „	„	J. W. Blakeney	152 0	27 0	14 9	386	482	80	iron, screw.
108	21,176	*Waterman (No. 10)	ditto - „	1844	Waterman's Steam Packet Company	122 6	13 6	6 9	64	87	32	iron.
109	13,990	*Sultan	ditto - „	1847	Peninsular and Oriental Company	231 0	32 0	17 8	808	1,125	200	iron, screw.
110	23,106	Waterman (No. 1)	ditto - „	1843	Waterman's Steam Packet Company	107 0	13 9	7 1	50	80	32	iron.
111	23,108	Waterman (No. 7)	ditto - „	1840	- - ditto	109 0	13 3	6 6	50	79	32	iron.
112	23,111	Waterman (No. 12)	ditto - „	1844	- - ditto	118 0	14 4	7 1	57	90	32	iron.
113	23,363	Robert Burns	ditto - „	1855	Caledonian Steam Towing Company	75 9	17 0	8 7	22	82	40	
114	24,691	Aid	ditto - „	„	Board of Trade	89 2	18 0	9 9	16	112	50	
115	24,885	Sir Walter Raleigh	ditto - „	„	W. S. Andrews	128 9	20 0	8 1	130	180	50	iron.
116	24,428	London Pride	ditto - „	1847	J. H. Wilson and others	101 1	13 7	5 6	45	72	48	iron.

117	26,429	Sunflower	ditto	„	„	- - ditto	100 0	13 0	6 5	44	70	24	iron.
118	4,634	Pera	ditto	„	1855	Peninsular and Oriental Company	303 5	42 1	27 1	1,261	2,014	450	iron, screw.
119	4,693	Sardinian	ditto	„	„	Hugh Taylor and others	169 5	26 4	15 9	420	520	70	iron, screw.
120	26,901	Hutton Chaytor	ditto	„	„	General Iron Screw Collier Company	170 0	26 0	15 0	424	529	70	iron, screw.
121	6,131	Berwick	ditto	„	„	G. Elliott	183 3	27 1	15 9	365	507	80	iron, screw.
122	4,356	Dolphin	ditto	„	„	General Steam Navigation Company	197 0	28 2	16 3	394	626	100	iron.
123	12,765	Vulture	ditto	1856	„	G. V. Gooch and others	176 8	27 5	15 7	345	507	75	iron, screw.
124	12,779	Citizen (N.)	ditto	„	1847	Citizen Steam Boat Company	101 0	11 9	6 3	44	62	24	iron.
125	12,780	Citizen (O.)	ditto	„	1855	- - ditto	88 5	12 7	6 2	36	57	24	iron.
126	13,672	Leo	ditto	„	1847	General Steam Navigation Company	206 2	25 4	11 5	359	570	220	iron.
127	13,687	Charm	ditto	„	1855	James Holland and others	84 9	16 6	8 8	58	93	50	
128	13,748	Britannia	ditto	„	„	W. Watkins and another	91 4	18 4	10 3	42	97	60	iron.
129	13,763	Britannia	ditto	„	1856	William Pye and another	195 0	28 4	22 0	623	917	130	iron, screw.
130	14,741	Victoria Dock	ditto	„	„	St. Katherine's Dock Company	103 5	18 8	10 4	61	119	70	iron.
131	15,071	Jackall	ditto	„	„	Alfred Keep	54 6	11 1	5 8	7	22	15	iron, screw.
132	23,427	Eagle	ditto	„	1853	General Steam Navigation Company	200 0	24 1	11 3	205	325	130	iron.
133	26,445	Citizen (M.)	ditto	„	1847	Citizen Steam Boat Company	105 0	13 5	6 5	55	75	24	iron.
134	16,379	Aden	ditto	„	„	Peninsular and Oriental Company	225 6	29 5	18 6	507	812	210	iron, screw.
135	16,954	Defiance	ditto	„	„	W. Watkins and another	81 0	17 7	9 0	37	83	40	iron.
136	16,958	Germania	ditto	„	„	General Steam Navigation Company	208 1	28 8	16 4	429	630	100	iron, screw.
137	5,709	Azof	ditto	„	1855	Peninsular and Oriental Company	214 1	27 6	18 6	476	700	180	iron, screw.
138	17,498	Blue Bell	ditto	„	1844	J. H. Wilson and others	96 5	13 3	6 0	41	66	24	iron.
139	17,499	Lotus	ditto	„	1856	- - ditto	105 2	14 2	6 4	41	65	24	iron.
140	17,548	Water Sprite	ditto	„	1845	J. R. Greig	90 2	12 1	6 5	13	45	24	iron.
141	5,462	Baltic	ditto	„	1854	Calcutta and Burmah Steam Navigation Company.	185 2	26 4	14 4	338	497	100	iron, screw.
142	23,176	Ethiope	ditto	„	„	African Steam Ship Company	211 6	25 7	20 3	469	690	160	iron, screw.
143	17,036	Express	ditto	„	1856	E. Gregory and others	88 9	18 6	10 1	38	94	50	iron.
144	10,160	Wonder	ditto	1857	„	W. J. Thomas and others	87 5	17 1	8 7	23	82	36	
145	12,887	Demetrius	ditto	„	„	Michael Spartali	185 6	26 1	14 6	418	527	70	iron, screw.
146	12,587	Victoria	ditto	„	„	Thames Steam Tug and Lighterage Company	92 3	16 1	7 6	59	86	24	iron, screw.
147	11,922	River Queen	ditto	„	„	Richard Cattarus	112 1	13 9	6 3	44	71	24	iron.
148	12,589	Argus	ditto	„	„	Corporation of Trinity House	172 5	23 9	13 3	208	331	160	iron.
149	15,352	Energy	ditto	„	„	William Fletcher and others	95 7	19 4	10 5	30	115	60	
150	15,595	Solva	ditto	„	„	C. J. Pinchin	90 2	18 2	9 3	23	94	50	
151	518	Alar	ditto	„	1847	H. P. Maples	138 0	17 8	9 1	86	150	80	iron, screw.
152	674	Candia	ditto	„	1854	Peninsular and Oriental Company	- -	- -	- -	1,348	1,982	450	iron, screw.
153	19,598	Black Boy	ditto	„	1857	Curtis and Company	81 5	15 0	7 9	45	66	15	iron, screw.
154	19,600	Prince Frederick William	ditto	„	„	H. J. Sharp and another	170 6	19 9	10 4	100	215	120	iron.
155	1,977	Propeller	ditto	„	1846	H. N. Penrice	66 8	9 8	5 4	16	31	16	experimental propeller.
156	19,885	Napoleon	ditto	„	1857	William Watkins	120 8	20 4	11 3	29	157	-	
157	19,887	Times	ditto	„	„	- - ditto	81 3	18 8	9 0	11	80	50	
158	20,475	Airedale	ditto	„	„	Inter-Colonial Royal Mail Packet Company	169 3	23 0	13 6	286	363	60	iron, screw.
159	23,478	Nemesis	ditto	„	„	Peninsular and Oriental Company	301 0	41 3	19 5	1,143	2,018	600	iron, screw.
160	20,067	Ariel	ditto	„	1844	Woolwich Steam Packet Company	125 1	14 4	7 4	56	89	40	
161	20,586	Wellington	ditto	„	1857	Daniel Barker and others	105 8	20 1	10 8	24	130	70	
162	26,427	Dahlia	ditto	1858	1845	J. H. Wilson and others	102 6	13 2	6 0	45	72	24	iron.
163	2,089	Euclid	ditto	„	1855	John Cook and others	73 6	15 7	8 2	22	62	25	
164	16,150	Alliance	ditto	„	1856	- - ditto	81 2	16 4	8 3	15	66	30	

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
165	21,166	Powerful	London - 1858	1857	W. J. Thomas	88 0	17 5	8 8	23	88	40	
166	19,872	Bulldog	ditto - „	„	Charles Wade and others	75 3	15 4	8 6	12	54	28	
167	21,173	Ella Constance	ditto - „	1858	J. W. Blakeney and others	122 0	26 3	15 5	423	535	80	iron, screw.
168	21,393	Racer	ditto - „	1857	D. H. Young	44 1	8 8	8 9	11	17	26	
169	21,394	Plover	ditto - „	1858	Waterman's Steam Packet Company	125 9	14 2	6 5	39	63	32	iron.
170	16,788	Wansbeck	ditto - „	1857	General Steam Navigation Company	184 1	27 5	16 2	406	597	86	iron, screw.
171	16,872	Athenian	ditto - „	1854	African Steam Navigation Company	243 0	31 0	21 2	686	1,094	200	iron, screw.
172	21,578	Salsette	ditto - „	1858	Peninsular and Oriental Company	293 8	38 5	15 4	965	1,491	400	iron, screw.
173	21,581	Camellia	ditto - „	„	J. H. Wilson and others	108 8	14 2	6 3	41	66	32	
174	21,583	Lucy	ditto - „	„	S. Collen	71 3	16 3	8 0	30	68	30	iron.
175	21,589	Nelson	ditto - „	„	Daniel Barker and others	99 0	18 0	8 7	22	88	40	
176	21,591	Prince Alfred	ditto - „	1854	Panama, New Zealand, and Australian Royal Mail Company (Limited).	205 7	30 6	15 6	704	882	180	iron, screw.
177	21,597	Jupiter	ditto - „	1857	Thames Steam Tug and Lighterage Company	111 6	12 2	6 3	27	43	30	iron.
178	21,890	Mazagon	ditto - „	1858	Peninsular and Oriental Company	97 0	17 1	7 5	54	86	45	iron.
179	21,893	Tasmanian	ditto - „	„	Royal Mail Packet Company	346 0	39 2	20 1	1,401	2,445	550	iron, screw.
180	7,416	Oneida	ditto - „	1855	- - ditto	306 8	38 9	19 2	1,372	2,285	530	iron, screw.
181	22,171	Malta	ditto - „	1848	Peninsular and Oriental Company	285 8	39 0	20 8	940	1,943	500	iron, screw.
182	25,163	Bobolina	ditto - „	1858	Alexander Carnegie	122 1	23 3	8 4	152	192	25	iron, screw.
183	18,192	Christina	ditto - „	1857	Michael Spartali	212 2	29 4	16 7	693	1,019	110	iron, screw.
184	25,171	Cologne	ditto - „	1858	General Steam Navigation Company	190 3	25 6	13 7	325	435	136	iron.
185	26,897	Pioneer	ditto - „	„	John Borradaile	149 4	25 2	7 3	193	247	70	iron.
186	26,995	Behar	ditto - „	1855	Peninsular and Oriental Company	265 0	36 1	25 5	1,090	1,603	300	iron, screw.
187	26,996	Orissa	ditto - „	1856	- - ditto	264 6	35 9	26 6	1,120	1,647	300	iron, screw.
188	12,756	Punch	ditto - 1859	1854	William Watkins and others	101 7	18 1	9 9	31	115	60	iron.
189	27,194	Cockerell	ditto - „	1859	Richard Corry	59 8	12 2	5 6	19	28	12	iron, screw.
190	27,200	Ellora	ditto - „	1855	Peninsular and Oriental Company	261 2	36 2	25 8	1,093	1,607	350	iron, screw.
191	27,211	Conservator	ditto - „	1858	Thames Conservancy	112 2	14 1	6 5	37	59	24	iron.
192	27,214	St. Michael	ditto - „	1859	Daniel Barker and another	63 2	13 4	6 9	6	32	18	
193	27,216	Enterprise	ditto - „	„	William Roxberry and others	114 8	19 2	9 9	55	147	70	iron.
194	27,224	Mersey	ditto - „	„	Royal Mail Packet Company	260 4	30 2	16 5	767	1,039	250	iron.
195	27,225	Doris	ditto - „	„	Woolwich Steam Packet Company	130 4	15 7	6 6	49	78	40	
196	27,228	Pilot	ditto - „	1858	R. O. Davis	85 4	16 2	8 5	18	71	30	
197	25,663	Emeu	ditto - „	1854	Peninsular and Oriental Company	266 3	36 6	19 3	908	1,538	300	iron, screw.
198	9,965	Robert Lowe	ditto - „	„	W. S. Lindsay and another	247 0	35 2	18 7	1,278	1,475	80	iron, screw.
199	27,239	Long Ditton	ditto - „	1859	Surrey Commercial Dock Company	54 6	11 0	6 1	14	20	20	screw.
200	934	Samuel Laing	ditto - „	1854	Hugh Taylor and others	190 2	26 8	15 6	472	606	70	iron, screw.
201	22,037	Uncle Sam	ditto - „	1849	W. and J. Watkins	107 0	20 3	10 9	77	159	80	
202	22,036	John Bull	ditto - „	„	- - ditto	96 0	18 2	9 7	50	115	60	

203	20,546	Victor	ditto	„	1857	- - ditto	136	3	20	2	11	8	78	219	100	iron.
204	27,781	Nelly	ditto	„	1859	Henry Lee and Son	91	8	18	2	9	6	39	116	55	
205	27,784	Shannon	ditto	„	„	Royal Mail Packet Company	330	4	44	5	26	2	2,187	3,472	800	iron.
206	27,174	Cosmopolitan	ditto	„	1852	General Steam Navigation Company	192	6	27	3	15	7	357	526	140	iron, screw.
207	4,687	Metropolitan	ditto	„	1853	- - ditto	196	8	27	6	16	3	308	521	140	iron, screw.
208	27,916	Delta	ditto	„	1859	Peninsular and Oriental Company	324	3	35	3	22	1	1,020	1,618	400	iron.
209	28,062	Alarm	ditto	„	„	J. D. Hindmarsh and others	83	3	18	0	9	5	11	81	50	
210	20,840	Little Eastern	ditto	„	1858	R. J. Scott and another	62	7	11	5	6	0	12	26	10	iron, screw.
211	28,072	Merry Andrew	ditto	„	1857	Robert Strong and others	120	9	20	3	10	3	17	170	80	iron.
212	28,098	Fairy	ditto	1860	1859	Woolwich Steam Packet Company	125	6	15	2	6	6	47	74	32	
213	28,352	Prince	ditto	„	„	Daniel Barker and others	90	3	18	5	9	0	37	89	52	
214	28,336	Alacrity	ditto	„	„	Richard Cory	54	1	9	8	6	7	11	17	16	iron, screw.
215	24,638	Peninsula	ditto	„	1853	W. Pye and another	193	0	25	2	14	5	350	514	80	iron, screw.
216	17,309	Princess Mary	ditto	„	1844	South Eastern Railway Company	148	0	20	7	9	8	109	174	120	iron.
217	28,375	Boreas	ditto	„	1856	General Steam Navigation Company	174	5	24	3	13	6	280	412	80	iron, screw.
218	28,374	Massilia	ditto	„	1860	Peninsular and Oriental Company	309	9	36	1	22	3	1,033	1,040	400	iron.
219	28,383	Telegraph	ditto	„	1859	T. G. Sandford and others	82	0	17	1	8	3	14	74	32	iron.
220	28,399	Victoria	ditto	„	1860	L. H. Hazlewood and another	114	9	13	9	6	5	40	64	20	iron.
221	28,736	Seine	ditto	„	1859	Royal Mail Packet Company	331	6	44	1	33	9	2,167	3,440	800	iron.
222	10,162	Esther	ditto	„	1835	C. J. Mills	55	4	13	5	7	2	9	34	15	
223	28,850	Leopard	ditto	„	1855	General Steam Navigation Company	172	1	24	0	13	5	254	374	80	iron, screw.
224	20,481	Artizan	ditto	„	1857	John Townsend and others	200	1	25	5	15	5	370	544	100	iron, screw.
225	28,861	Ryhope	ditto	„	1860	Hugh Taylor and others	197	2	28	2	16	8	475	698	90	iron, screw.
226	28,867	Rangoon	ditto	„	„	Calcutta and Burmah Steam Navigation Company.	204	6	27	3	14	8	354	549	120	iron, screw.
227	7,629	Liberty	ditto	„	1843	Richard Davis and another	60	5	14	3	6	9	11	34	16	
228	29,029	Henry Morton	ditto	„	1860	Richard Cory	229	3	32	2	17	5	808	986	90	iron, screw.
229	21,572	Dolphin	ditto	1861	1837	G. H. Ross and another	74	1	16	4	8	1	24	57	36	
230	19,981	Windermere	ditto	„	1857	H. W. Schneider and others	200	3	26	4	16	2	490	598	80	iron, screw.
231	29,387	Hibernia	ditto	„	1861	Atlantic Royal Mail Steam Navigation Company.	360	5	40	4	21	5	1,569	3,008	800	
232	29,389	Columbia	ditto	„	„	- - ditto	369	8	40	1	28	6	1,625	2,913	1,000	iron.
233	29,395	Anglia	ditto	„	„	- - ditto	365	0	40	2	28	7	1,659	2,949	1,000	iron.
234	29,397	Moultan	ditto	„	1860	Peninsular and Oriental Company	348	8	39	1	28	7	1,627	2,257	400	iron, screw.
235	22,021	Esk	ditto	„	1859	Cheesewright and Miskin	177	0	24	4	11	9	237	349	60	iron, screw.
236	3,792	Margaret Anstey	ditto	„	1852	William Hockley and others	74	1	14	8	7	5	10	46	23	
237	14,943	Phœbe	ditto	„	1851	Panama, New Zealand, and Australian Royal Mail Company (Limited).	172	9	26	0	15	6	417	613	120	iron, screw.
238	9,186	Mitchells	ditto	„	1854	William Hockley and others	85	4	17	0	8	7	34	83	47	
239	29,761	Newburn	ditto	„	1861	R. Cory and others	192	1	28	7	16	4	530	637	90	iron, screw.
240	13,849	Indiana	ditto	„	1852	James Park	253	7	38	9	25	7	1,623	2,093	300	iron, screw.
241	29,775	Volunteer	ditto	„	1861	Robert Green and another	105	0	13	9	6	4	42	59	20	iron.
242	29,785	City of London	ditto	„	„	Euphrates and Tigris Steam Navigation Company.	164	7	24	0	4	7	119	169	70	iron.
243	29,793	Vulcan	ditto	„	1858	Board of Trade	108	0	19	1	9	6	81	149	60	iron.
244	18,646	City of Norwich	ditto	„	1861	John Houck and others	220	2	27	2	19	9	663	862	200	iron.
245	29,796	Edith	ditto	„	„	J. D. Hewitt and others	180	5	28	2	17	0	474	615	70	iron, screw.
246	29,799	Hero	ditto	„	„	W. Joliffe and another	96	8	17	5	10	7	44	104	60	
247	17,305	Prince Ernest	ditto	„	1845	South Eastern Railway Company	183	1	22	4	11	4	172	272	150	iron.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet 10*ths.*	*Feet* 10*ths.*	*Feet* 10*ths.*				
248	20,125	Rifleman	London - 1861	1861	Robert Greene and another	106 2	13 8	6 5	43	61	24	
249	25,121	Queen of the South	ditto - „	1852	Merchant Trading Company	250 4	39 3	24 7	1,433	2,090	300	iron, screw.
250	43,926	Kent	ditto - „	1861	Charles Brownfield	78 4	17 5	9 1	18	71	35	
251	43,929	Haswell	ditto - „	„	Hugh Taylor and others	196 0	29 0	16 8	560	706	90	iron, screw.
252	43,930	Victoria	ditto - „	„	South Eastern Railway Company	208 5	24 0	11 5	217	358	220	iron.
253	43,933	Sir James Duke	ditto - „	„	John Fenwick and others	197 8	28 0	17 4	570	744	90	iron, screw.
254	43,934	Tom John Taylor	ditto - „	„	- - ditto	197 7	28 0	16 2	602	748	90	iron, screw.
255	43,942	Electric	ditto - „	„	B. Daines and others	81 1	17 0	8 6	13	73	30	iron.
256	43,945	Hawthorns	ditto - „	„	R. Cory and others	199 0	28 0	17 4	575	743	90	iron, screw.
257	43,952	Midge	ditto - „	„	Thames Steam Tug Company	60 0	12 6	6 8	9	27	25	iron, screw.
258	43,953	Thames	ditto - „	1847	James Anderson	131 7	24 4	13 5	238	291	40	screw.
259	43,965	Hellenis	ditto - „	1861	Anglo-Ionian Steam Navigation Company	206 1	28 5	17 3	603	755	80	iron, screw.
260	43,975	John Fenwick	ditto - „	„	Richard Cory and others	199 0	28 0	17 4	575	743	90	iron, screw.
261	23,243	Eagle	ditto - „	1855	William Wagstaff	187 8	28 0	15 0	447	548	60	iron, screw.
262	8,013	Waterloo	ditto - „	1854	General Steam Navigation Company	220 1	29 8	12 7	324	514	240	iron.
263	29,762	Adriatic	ditto - „	„	Atlantic Royal Mail Steam Navigation Company.	345 9	50 0	24 1	1,737	3,670	1,400	
264	43,984	Brunette	ditto - „	„	General Iron Screw Collier Company	178 4	28 0	16 3	481	618	80	iron, screw.
265	26,651	Vestal	ditto - 1862	1855	Corporation of Trinity House	182 0	23 5	13 3	207	342	180	iron.
266	19,738	Rouen	ditto - „	1857	Richard Cory and others	204 4	30 2	14 7	490	720	80	iron, screw.
267	22,061	Sir Walter Raleigh	ditto - „	1858	General Steam Navigation Company	168 5	20 6	10 4	150	239	100	iron.
268	44,010	Titan	ditto - „	1861	China Steam Ship and Labuan Coal Company (Limited).	120 8	19 5	9 9	90	156	70	iron.
269	25,125	Ripon	ditto - „	1846	Peninsular and Oriental Company	276 8	35 1	21 1	1,393	1,908	450	iron.
270	44,006	Macgregor Laird	ditto - „	1862	African Steam Ship Company	249 7	30 8	19 2	659	969	200	iron, screw.
271	26,216	Mauritius	ditto - „	1852	Merchant Trading Company	261 0	39 0	25 7	1,452	2,135	300	iron.
272	44,827	Volga	ditto - „	1862	C. M. Norwood and others	19 4	28 7	14 8	672	788	80	iron, screw.
273	44,829	Martin	ditto - „	1860	Waterman's Steam Packet Company	116 8	14 2	6 9	41	65	32	iron.
274	44,831	Rona	ditto - „	1862	Robert Jardine	235 0	33 2	21 3	784	1,215	300	iron.
275	18,971	Argus	ditto - „	1840	George Shaw	130 4	20 9	13 6	161	256	120	screw.
276	44,835	Dwina	ditto - „	1862	C. M. Norwood and others	194 4	28 7	14 8	667	783	80	iron, screw.
277	44,837	Naiad	ditto - „	„	Woolwich Steam Packet Company	130 3	14 5	6 4	55	77	36	
278	44,843	Samphire	ditto - „	1861	H. J. Sharp and another	191 7	24 8	11 9	189	336	160	iron.
279	44,842	Maid of Kent	ditto - „	„	- - ditto	146 5	24 6	11 4	196	340	160	iron.
280	19,457	Velocity	ditto - „	1857	General Steam Navigation Company	146 5	26 1	11 2	176	259	50	
281	19,460	Vigilant	ditto - „	„	- - ditto	146 6	21 2	11 2	175	257	50	iron, screw.
282	44,855	George Peabody	ditto - „	1862	Robert Green and another	109 7	14 0	6 4	45	62	24	iron.
283	44,856	Childe Harold	ditto - „	„	- - ditto	106 5	12 5	6 2	32	47	24	iron.
284	44,857	Warrior	ditto - „	1861	- ditto	107 5	13 9	6 3	43	60	24	iron.

285	44,858	Black Prince	ditto	„	1862	- - ditto	109	7	14	0	6	4	45	62	24	iron.
286	44,865	Claud Hamilton	ditto	„	„	Panama, New Zealand, and Australian Royal Mail Company (Limited).	200	2	28	2	16	5	529	668	100	iron, screw.
287	44,867	Sunbeam	ditto	„	1861	John Pender	92	1	16	2	10	2	49	72	20	iron, screw.
288	3,621	Chanticleer	ditto	„	1853	M. F. Bremer and others	186	8	26	1	16	1	421	539	86	iron, screw.
289	44,987	Azalea	ditto	„	1862	J. H. Wilson and others	94	0	14	3	6	2	34	49	20	iron.
290	23,247	Tynemouth	ditto	„	1854	W. S. Lindsay and another	246	4	34	1	18	6	1,143	1,410	140	iron, screw.
291	16,709	Queen of the Belgians	ditto	„	1844	South Eastern Railway Company	164	0	21	2	10	7	144	207	120	iron.
292	44,988	Queen	ditto	„	1862	Samuel Williams	56	6	12	1	6	6	9	27	25	iron, screw.
293	28,052	Arrow	ditto	„	1860	A. Gabrielli	94	1	17	7	9	4	23	90	48	
294	27,705	Resolute	ditto	„	1859	George Webb	83	3	16	5	8	8	15	67	35	
295	45,007	London	ditto	„	1862	John Hall, junior, and others	240	0	30	6	25	4	994	1,299	120	iron, screw.
296	45,011	Scud	ditto	„	1861	H. H. Cannan and another	222	9	26	3	13	4	286	482	240	iron.
297	45,012	Petrel	ditto	„	1862	- - ditto	223	7	26	7	13	5	302	503	240	iron.
298	45,019	Corcyra	ditto	„	„	Anglo-Ionian Steam Navigation Company	204	4	28	5	17	3	617	794	100	iron, screw.
299	45,021	Albert Edward	ditto	„	„	South Eastern Railway Company	205	3	24	0	11	5	222	365	220	iron.
300	27,561	Czar	ditto	„	1859	Alexander Carnegie	121	8	24	1	10	3	116	184	100	iron.
301	11,089	Oracle	ditto	„	1857	David S. Oates	92	8	17	2	18	8	27	93	50	iron.
302	45,069	Fusi Yama	ditto	„	1862	Hon. H. A. Coventry	214	3	29	3	20	5	711	899	135	iron, screw.
303	13,620	Alice	ditto	„	1846	Daniel Barker and others	74	0	14	7	8	5	15	60	30	
304	29,378	Newsky	ditto	„	1861	R. Phillipps and others	172	5	27	1	12	3	338	425	70	iron, screw.
305	45,754	Clan Alpine	ditto	„	1862	Robert Jardine	288	5	33	1	22	8	942	1,516	400	iron.
306	10,287	Hamburg	ditto	1863	1857	General Steam Navigation Company	180	5	25	2	13	6	305	439	90	iron, screw.
307	45,772	Haullier	ditto	„	1862	R. Cory	60	0	12	1	6	1	15	30	25	iron, screw.
308	45,773	Tugwell	ditto	„	„	- - ditto	59	9	12	1	6	1	15	30	25	iron, screw.
309	45,786	Poonah	ditto	„	„	Peninsular and Oriental Company	334	9	40	9	19	5	1,478	2,152	500	iron, screw.
310	594	Saxon	ditto	„	1854	M. F. Bremer and others	167	0	24	6	15	6	335	395	40	iron, screw.
311	45,799	Warrior	ditto	„	1863	J. Cook and others	94	6	17	6	9	2	41	98	44	iron.
312	47,298	Carnatic	ditto	„	1862	Peninsular and Oriental Company	294	7	38	1	17	6	1,254	1,776	400	iron, screw.
313	47,310	Auckland	ditto	„	1863	Panama, New Zealand, and Australia Royal Mail Company (Limited).	212	8	28	0	16	3	533	699	150	iron, screw.
314	6,837	Earl of Aberdeen	ditto	„	1847	General Steam Navigation Company	215	3	28	1	18	3	611	820	380	iron.
315	47,339	Hebe	ditto	„	1863	F. Muir	176	5	22	5	12	3	340	449	120	iron.
316	47,340	Seine and Tamise, No. 2	ditto	„	1862	Jules Gaudet	129	7	25	9	9	6	213	277	40	iron, screw.
317	43,650	Robert Scott	ditto	„	1863	Antonio Gabrielli	83	2	16	7	9	0	23	75	32	
318	47,351	Renown	ditto	„	„	M. Martin and others	118	0	19	2	9	9	91	163	100	iron.
319	47,356	Prince	ditto	„	„	S. Williams	55	0	12	0	6	5	8	26	25	iron, screw.
320	47,359	City of London	ditto	„	„	C. C. Nelson and others	114	5	19	1	10	2	66	143	140	iron.
321	47,370	James Joicey	ditto	„	„	J. Joicey and others	200	6	28	1	16	8	536	695	90	iron, screw.
322	47,372	Janet Tennant	ditto	„	„	William Tennant	174	5	22	5	7	2	144	206	75	iron.
323	47,376	Rangoon	ditto	„	„	Peninsular and Oriental Company	294	9	38	1	17	6	1,253	1,776	400	iron, screw.
324	47,379	Sea Hawk	ditto	„	1839	J. Roberts	176	4	33	1	16	4	316	656	320	
325	47,391	Mona	ditto	„	1863	China Steam Ship and Labuan Coal Company (Limited).	188	7	28	3	17	3	542	693	100	iron, screw.
326	27,778	Ida	ditto	„	1858	London, Brighton, and South Coast Railway Company.	137	7	20	2	10	3	171	221	50	iron, screw.
327	47,404	Annette	ditto	„	1863	W. Watkins	108	0	18	0	11	5	44	118	60	iron.
328	47,420	Breeze	ditto	„	„	H. J. Sharp and another	190	6	25	2	11	5	195	340	160	iron.
329	47,427	John M'Intyre	ditto	„	„	R. Cory and others	226	0	22	0	16	9	798	985	198	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
330	47,437	George Eliot	London - 1863	1863	G. Elliot and another	200 4	28 9	16 6	549	692	110	iron, screw.
331	48,515	Yow Yangs	ditto - „	1856	A. G. Robinson and others	185 2	27 9	15 0	474	583	90	iron, screw.
332	17,690	Forth	ditto - „	1855	General Steam Navigation Company	178 0	24 3	13 9	311	401	80	iron, screw.
333	48,320	Wave	ditto - „	1863	H. J. Sharp and another	190 4	24 7	11 5	195	340	160	iron.
334	48,521	Foam	ditto - „	1862	H. H. Cannan and another	225 0	26 7	13 8	293	497	240	iron.
335	48,543	Otago	ditto - „	1863	Gustav Janssen	236 0	26 8	15 6	457	645	150	iron, screw.
336	48,551	John Liddell	ditto - „	„	John Liddell and others	196 9	28 0	16 9	562	699	90	iron, screw.
337	48,567	Lady Elgin	ditto - „	1847	G. H. Harrington and another	145 0	23 2	14 3	197	323	160	
338	48,568	Syria	ditto - „	1863	Peninsular and Oriental Company	312 5	36 0	18 5	1,420	1,932	450	iron.
339	48,575	Golconda	ditto - „	„	- - ditto	314 5	38 3	18 7	1,253	1,909	400	iron, screw.
340	48,600	Blonde	ditto - „	„	General Iron Screw Collier Company	177 2	28 4	15 3	497	610	80	iron, screw.
341	48,646	Tim Sin	ditto - „	„	G. Barnet and another	241 3	26 0	12 8	611	774	140	iron.
342	48,649	Vivid	ditto - 1864	„	James Walter and others	89 0	17 8	9 2	24	89	50	iron.
343	7,642	Prince Kung	ditto - „	1837	W. H. F. Elliott	112 0	21 4	11 7	135	210	70	
344	48,653	Despatch	ditto - „	1864	Richard Cory	200 5	28 1	16 9	562	728	90	iron, screw.
345	48,665	Baroda	ditto - „	„	Peninsular and Oriental Company	309 3	38 1	18 5	1,232	1,874	400	iron, screw.
346	48,666	Delhi	ditto - „	„	- - ditto	313 3	38 0	18 5	1,332	1,899	400	iron, screw.
347	48,674	Magnetic	ditto - „	1863	W. Sandford and others	80 8	16 6	9 0	21	78	92	iron.
348	48,679	Vanderbyl	ditto - „	1864	Lundy Granite Company (Limited)	198 3	16 1	8 1	56	78	35	iron, screw.
349	48,684	Far East	ditto - „	„	Josh. Davies and others	235 4	33 9	20 4	1,062	1,259	150	iron, screw.
350	45,154	Black Duck	ditto - „	1863	T. E. Smith and others	177 3	26 6	16 0	489	612	70	iron, screw.
351	28,215	Heron	ditto - „	1860	General Steam Navigation Company	210 2	27 1	14 1	424	624	150	iron, screw.
352	12,586	Albert	ditto - „	1856	Thames Steam Tug Company	92 3	16 1	7 6	58	85	24	iron, screw.
353	16,720	Douro	ditto - „	1850	Daniel Barker and others	95 8	18 7	9 8	40	102	56	
354	48,715	Eothen	ditto - „	1864	Marquis of Conyngham	152 0	22 2	12 2	123	191	70	iron, screw.
355	48,725	Thomas Lea	ditto - „	„	Richard Cory and others	179 7	28 1	17 2	487	630	80	iron, screw.
356	21,891	Great Eastern	ditto - „	1858	Great Eastern Steam Ship Company (Limited)	679 6	82 8	31 6	13,344	18,916	2,660	iron, screw, and paddle.
357	48,743	Johore	ditto - „	1864	W. W. Ker	110 0	19 0	7 2	91	131	60	iron.
358	48,746	Hawk	ditto - „	„	Telegraph Construction and Maintenance Company (Limited).	241 8	28 1	15 2	552	733	150	
359	48,747	Vulcan	ditto - „	„	China and Japan Navigation Company	131 5	22 1	10 2	130	198	90	iron.
360	49,902	Pioneer	ditto - „	„	F. H. Trevithick	85 5	14 8	6 1	39	62	30	iron, screw.
361	24,886	Vigilant	ditto - „	1855	E. F. Bird	160 7	22 1	11 5	183	273	60	iron, screw.
362	49,904	Rambler	ditto - „	1864	D. S. Mitchell	100 0	18 0	9 4	30	109	56	iron.
363	49,907	Calabar	ditto - „	„	African Steam Ship Company (Limited)	260 5	31 4	19 2	763	1,122	250	iron, screw.
364	49,912	Virgin	ditto - „	„	European Trading Company (Limited)	220 2	24 2	10 9	291	423	180	iron.
365	49,914	J. R. Hinde	ditto - „	„	Richard Cory and others	198 7	28 0	17 4	574	740	90	iron, screw.
366	49,917	Kaffraria	ditto - „	„	Robert Ryrie	200 2	28 9	16 2	624	779	120	iron, screw.

367	49,920	Onega	ditto	„	„	C. M. Norwood and others	203	0	30	6	14	4	673	856	80	iron, screw.
368	50,009	Glengyle	ditto	„	„	Robert Jardine	197	3	38	3	14	8	1,265	1,933	400	iron.
369	50,010	May Queen	ditto	„	„	General Iron Screw Collier Company (Limited).	177	0	28	2	15	5	478	596	80	iron, screw.
370	50,024	Transit	ditto	„	„	Charles Lambert	99	5	18	0	7	8	47	83	92	iron.
371	50,026	Charles Capper	ditto	„	„	Charles Capper	200	0	27	9	17	6	582	754	90	iron, screw.
372	50,029	Dijleh	ditto	„	„	Euphrates and Tigris Steam Navigation Company.	185	6	25	0	5	6	243	299	70	iron.
373	45,014	Beacon	ditto	„	1862	Corporation of the Trinity House	146	9	22	2	12	5	181	262	120	iron.
374	50,032	Alexandra	ditto	„	1864	South Eastern Railway Company	211	8	23	9	11	5	219	360	220	iron.
375	50,039	Egmont	ditto	„	„	Panama, New Zealand, and Australian Royal Mail Company (Limited).	173	0	25	3	12	2	309	401	80	iron, screw.
376	50,059	Ipswich	ditto	„	„	Alexander Tracy and others	120	3	15	0	6	9	64	87	40	iron.
377	37,038	Vulcan	ditto	„	1863	J. W. Cater	130	2	24	9	12	3	123	193	190	screw.
378	50,073	Norge	ditto	„	1864	William Hockly and others	91	5	17	0	8	9	27	82	40	iron.
379	50,076	Orwell	ditto	„	„	Edward Joicey and others	179	8	28	0	17	2	486	628	80	iron, screw.
380	50,079	Scotia	ditto	„	„	Caledonian Steam Towing Company	127	0	20	8	11	8	98	199	100	
381	50,082	Stour	ditto	„	„	Alexander Tracy and others	120	5	15	0	6	9	64	86	40	iron.
382	50,083	Rainbow	ditto	„	„	- - ditto	90	0	18	5	9	9	44	112	60	iron.
383	50,088	Tararua	ditto	„	„	Panama, New Zealand, and Australian Royal Mail Company (Limited).	22	6	28	0	16	2	523	692	155	iron, screw.
384	50,090	Mermaid	ditto	„	„	General Steam Navigation Company	199	4	27	9	17	5	578	745	90	iron, screw.
385	50,093	Stork	ditto	„	„	- - ditto	229	7	29	0	16	4	561	781	200	iron, screw.
386	50,100	Kenilworth	ditto	„	„	J. B. Howell	201	4	20	1	9	5	174	266	120	iron.
387	5,096	Strelua	ditto	„	„	C. M. Norwood and others	202	6	30	6	14	3	664	858	90	iron, screw.
388	50,104	Vixen	ditto	„	„	European Trading Company (Limited)	224	7	26	0	9	6	305	433	180	iron.
389	4,610	Malakoff	ditto	„	1851	Thomas Jackson	193	6	25	1	13	3	325	515	240	iron.
390	27,780	Milford Haven	ditto	„	1859	- - ditto	71	0	15	1	6	1	18	36	25	iron, screw.
391	20,592	Long Ditton	ditto	„	1857	- - ditto	68	2	11	7	7	0	14	33	15	screw.
392	50,117	Lara	ditto	„	1864	John Penn	137	7	17	1	7	6	57	94	50	iron.
393	50,121	Maas	ditto	„	„	General Steam Navigation Company	234	9	27	2	14	5	551	692	180	iron.
394	50,129	Medea	ditto	„	„	B. Hefrenstal	93	3	13	4	7	3	34	58	24	iron.
395	50,131	Marie	ditto	„	1863	M. F. Bremer and others	190	5	24	0	-	-	383	511	92	iron, screw.
396	50,137	Nyanza	ditto	„	1864	Peninsular and Oriental Company	327	3	36	2	19	5	1,481	2,082	450	iron.
397	25,109	Brazilian	ditto	„	1862	Merchant Trading Company	274	8	37	7	-	-	1,395	1,942	300	iron, screw.
398	25,132	Bolivian	ditto	„	1853	- - ditto	272	6	37	3	-	-	1,366	1,904	300	iron, screw.
399	45,045	Prince of Hesse	ditto	„	1848	William Hockley and another	75	0	15	8	8	3	21	37	130	
400	50,152	America	ditto	„	1863	G. J. Goschen	130	6	17	0	5	0	83	–	60	iron.
401	50,153	Alemania	ditto	„	„	- - ditto	130	7	17	0	5	0	83	–	60	iron.
402	49,640	Macgregor	ditto	„	1864	Caledonian Steam Towing Company	103	7	19	9	10	1	53	134	74	iron.
403	50,156	Conqueror	ditto	„	„	John Cook and others	122	3	20	6	10	1	92	173	75	iron.
404	50,159	Viper	ditto	„	„	George Wigg	225	0	26	0	9	6	309	436	180	iron.
405	50,163	Eider	ditto	„	„	Royal Mail Packet Company	296	0	32	1	16	2	1,144	1,564	300	iron.
406	50,166	Mallorca	ditto	„	„	J. Scott Russell	218	4	26	3	14	0	373	522	120	iron.
407	49,642	Endeavour	ditto	1865	„	John Mitchell	105	4	18	4	9	8	39	115	65	iron.
408	50,182	Hastings	ditto	„	1865	F. W. Harris and others	199	3	28	2	16	0	473	696	90	iron, screw.
409	50,183	Tanfield	ditto	„	„	Richard Cory and others	202	5	28	0	17	4	587	759	90	iron, screw.
410	50,185	Louisa Ann Fanny	ditto	„	„	John Cameron	251	9	27	9	14	8	479	735	260	iron, screw.
411	50,191	Essex	ditto	„	1864	William Fothergill and others	77	8	16	4	8	7	17	49	32	

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
						Length.	Breadth.	Depth of Hull.	Exclusive of Engine Room.	Gross Tonnage.		
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
412	50,194	Conservator	London - 1865	1865	Richard Cory and others	202 0	28 1	17 4	587	758	90	iron, screw.
413	50,197	Patsie	ditto - „	1864	J. W. Banks	55 2	10 2	6 3	17	23	10	iron, screw.
414	50,199	Rangitoto	ditto - „	1865	Lord Claud Hamilton and another	209 0	25 1	15 6	449	574	140	iron, screw.
415	52,658	Charente	ditto - „	„	Benjamin Dawson	165 4	23 7	12 6	322	395	60	iron, screw.
416	13,832	La Plata	ditto - „	1851	Royal Mail Packet Company	286 8	40 8	27 5	1,758	2,826	1,000	
417	52,664	T. A. Gibb	ditto - „	1865	T. A. Gibb	231 4	32 2	16 9	851	1,023	160	iron, screw.
418	52,665	Erik	ditto - „	„	G. M. L. Gibbs	157 8	29 5	18 5	412	533	80	screw.
419	52,667	Northwick	ditto - „	„	R. H. Gayner	202 0	30 3	17 7	524	770	80	iron, screw.
420	25,225	Rajah	ditto - „	1853	George Elliot	169 6	25 8	16 9	364	507	60	iron, screw.
421	52,684	Lena	ditto - „	1865	C. M. Norwood	206 7	30 4	14 6	679	875	100	iron, screw.
422	52,693	Catherine Apcar	ditto - „	„	T. A. Gibb	230 0	32 5	17 2	840	1,019	160	iron, screw.
423	52,695	Negapatam	ditto - „	„	Madras and Colombo Steam Ship Company (Limited).	150 0	21 9	11 7	184	255	50	iron, screw.
424	52,698	Cromwell	ditto - „	„	General Iron Screw Collier Company	178 0	28 8	16 0	438	554	90	iron, screw.
425	51,165	Adalia	ditto - „	„	Edward Temperley Gourlay	231 6	32 0	17 8	1,006	1,270	150	iron, screw.
426	48,590	Alford	ditto - „	1863	General Steam Navigation Company	216 0	28 2	16 9	638	771	90	iron, screw.
427	52,710	Alexandra	ditto - „	1865	Robert Brown	230 5	22 2	8 5	157	272	140	iron.
428	52,711	Upton	ditto - „	„	Charles Capper and others	201 8	28 1	17 4	596	770	90	iron, screw.
429	52,721	Douro	ditto - „	„	Royal Mail Packet Company	326 4	40 2	18 1	1,785	2,824	500	iron, screw.
430	52,722	Susanna	ditto - „	1863	R. M. Phillipps and others	56 4	11 9	6 6	8	26	20	iron, screw.
431	52,731	Mongolia	ditto - „	1865	Peninsular and Oriental Company	319 4	40 2	16 7	1,947	2,999	500	iron, screw.
432	52,732	Fairfax	ditto - „	„	General Iron Screw Collier Company (Limited).	178 0	28 8	16 0	437	555	90	iron, screw.
433	52,733	Lord Alfred Paget	ditto - „	„	Hewitt and Company (Limited)	120 4	21 0	10 6	133	186	50	iron, screw.
434	52,738	Natalian	ditto - „	„	Diamond Steam Navigation Company (Limited).	174 5	25 5	14 2	454	620	80	iron, screw.
435	147	Pathfinder	ditto - „	1855	H. J. Sharp and another	157 7	20 4	10 3	122	189	100	iron.
436	52,747	Japan	ditto - „	1865	G. W. Campbell	180 2	25 8	15 1	350	473	85	iron, screw.
437	52,749	Ruahine	ditto - „	„	Panama, New Zealand, and Australian Royal Mail Company (Limited).	288 1	34 0	17 5	1,018	1,504	350	iron, screw.
438	52,755	James Southern	ditto - „	„	F. W. Harris and others	198 2	28 3	15 8	471	603	90	iron, screw.
439	52,757	Wellesley	ditto - „	„	Hewitt and Company (Limited)	120 4	21 0	10 6	133	186	50	iron, screw.
440	52,761	Tanjore	ditto - „	„	Peninsular and Oriental Company	321 2	38 1	26 4	1,389	1,971	400	iron, screw.
441	45,526	North Kent	ditto - „	1863	Robert Godden	94 5	12 6	6 5	31	46	24	
442	52,769	Mary	ditto - „	1865	John Dudgeon	233 0	27 0	13 7	670	956	250	iron, screw.
443	52,771	Ashford	ditto - „	„	C. M. Norwood and others	207 5	30 6	14 7	860	1,058	120	iron, screw.
444	52,774	Arno	ditto - „	„	Royal Mail Packet Company	261 6	30 2	17 0	758	1,038	250	iron.
445	52,779	Orion	ditto - „	„	General Steam Navigation Company	236 8	27 2	14 3	569	777	200	iron.

446	52,794	Queen of the Fairies	ditto	-	„	„	John Sterry - - - - - -	46	1	6	3	5	2	6	10	4	patent propelling.
447	52,807	Esperanza - -	ditto	-	„	„	R. A. Joy - - - - - -	155	5	28	3	5	5	176	176	80	iron, engines on deck.
448	22,052	Beauly - - -	ditto	-	„	1858	Peter Capper and another - - - -	64	7	12	2	6	3	20	30	15	iron, screw.
449	52,820	Erl King - -	ditto	-	„	1865	John Wade and others - - - -	250	0	34	5	21	7	1,044	1,344	250	iron, screw.
450	52,821	Champion - -	ditto	-	„	„	W. Allan and another - - - -	99	3	18	3	9	9	56	119	50	iron.
451	52,824	Confianza - -	ditto	-	„	„	R. A. Joy - - - - - - -	155	5	28	3	5	5	176	176	80	iron, engines on deck.
452	146	Pioneer - - -	ditto	-	„	1855	H. J. Sharp and another - - - -	156	5	20	3	10	3	130	196	100	iron.
453	27,816	Scoter - - -	ditto	-	„	1865	William Johnston - - - - -	77	0	14	0	4	7	22	44	20	iron, screw.
454	52,826	J. M. Strachan -	ditto	-	„	„	Stephenson, Clarke and others - - -	199	8	28	1	17	4	592	760	90	iron, screw.
455	52,836	United Service -	ditto	-	„	„	William Gray and others - - - -	219	4	30	2	20	1	778	981	96	iron, screw.
456	52,839	Union - - -	ditto	-	„	„	Charles Gumm - - - - - -	239	8	33	3	17	3	1,110	1,386	156	iron, screw.
457	54,576	Fairy Queen - -	ditto	-	„	1849	W. A. Little - - - - - - -	84	6	7	4	3	2	11	16	20	iron.
458	54,579	Honfleur - -	ditto	-	„	1865	London, Brighton, and South Coast Railway Company.	159	9	23	0	10	8	220	289	100	iron, screw.
459	54,582	C. S. Butler - -	ditto	-	„	„	Stephenson, Clarke and others - - -	199	7	28	1	17	4	592	760	90	iron, screw.
460	54,583	M. E. Clark - -	ditto	-	„	„	- - ditto - - - - - -	180	6	28	0	17	0	509	656	80	iron, screw.
461	54,585	Bwllfa - - -	ditto	-	„	„	F. W. Harris and others - - - -	209	0	28	1	17	5	628	804	90	iron, screw.
462	54,587	Margam Abbey -	ditto	-	„	„	Thomas Jackson - - - - -	183	2	26	1	16	0	413	609	80	iron, screw.
463	5,591	Lady Derby - -	ditto	-	„	„	General Iron Screw Collier Company (Limited).	174	6	27	3	16	8	437	576	90	iron, screw.
464	51,154	Edith Owen - -	ditto	-	1866	1864	F. H. Powell and others - - - -	185	3	26	0	15	3	379	407	80	iron, screw.
465	54,597	Rennes - - -	ditto	-	„	1866	London, Brighton, and South Coast Railway Company.	159	9	23	0	10	8	220	289	100	iron, screw.
466	54,592	Napoleon III. - -	ditto	-	„	1865	South Eastern Railway Company - -	192	6	24	3	11	5	218	346	180	iron.
467	54,599	Mandingo - -	ditto	-	„	1866	African Steam Ship Company - - -	262	3	32	4	19	3	745	1,054	275	iron, screw.
468	27,199	China - - -	ditto	-	„	1855	Peninsular and Oriental Steam Navigation Company.	279	0	36	0	22	9	1,349	2,010	400	iron, screw.
469	54,610	Lightning - -	ditto	-	„	1866	James Letten and others - - - -	97	3	18	4	9	3	33	102	60	iron.
470	28,221	Ostrich - - -	ditto	-	„	1860	General Steam Navigation Company - -	210	2	27	1	14	1	424	624	150	iron, screw.
471	54,613	Middlesex - -	ditto	-	„	1865	George Haslip and others - - -	105	4	18	6	9	8	70	136	50	iron.
472	54,614	Nautilus - - -	ditto	-	„	1866	William Brown - - - - - -	115	0	15	0	6	7	66	88	20	iron, hydraulic.
473	54,615	Kestrel - - -	ditto	-	„	1857	Thomas Chandler and another - - -	64	4	12	4	6	0	10	32	20	iron, screw.
474	54,616	Queen - - -	ditto	-	„	1858	- - ditto - - - - - -	79	3	14	2	6	4	29	50	30	iron.
475	54,619	Kaikoura - -	ditto	-	„	1866	Panama, New Zealand, and Australian Royal Mail Company (Limited).	272	4	34	1	25	2	1,068	1,501	400	iron, screw.
476	54,623	Harriet Agnes -	ditto	-	„	1865	W. G. Westcott and others - - -	195	0	26	0	15	3	531	652	120	iron, screw.
477	54,626	Lagos - - -	ditto	-	„	1866	African Steam Ship Company - - -	262	2	32	4	19	3	783	1,151	275	iron, screw.
478	54,631	Milton - - -	ditto	-	„	„	Alfred R. Fisher and others - - -	89	8	17	2	8	7	22	84	40	iron.
479	54,641	Geelong - - -	ditto	-	„	„	Peninsular and Oriental Steam Navigation Company.	275	0	34	3	25	0	1,217	1,584	250	iron, screw.
480	54,644	Cosmos - - -	ditto	-	„	„	London and River Plate Bank - - -	151	0	24	4	7	7	183	235	45	iron, twin screw.
481	54,648	Eleanor - - -	ditto	-	„	„	John Dudgeon - - - - - -	104	8	13	1	4	1	53	73	30	iron.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
482	54,650	Moa	London - 1866	1866	Panama, New Zealand, and Australian Royal Mail Company (Limited).	59 9	11 9	6 5	11	25	16	iron, twin screw.
483	54,651	Thames	ditto - „	„	Thomas Stocks and others	96 0	17 6	8 8	48	103	50	iron.
484	54,652	Boston	ditto - „	„	James Duke Hill and others	180 8	28 0	17 1	510	656	80	iron, screw.
485	29,193	Victor	ditto - „	1862	Edgar Sydney and another	127 0	20 1	10 3	146	193	45	iron, screw.
486	22,173	Ceylon	ditto - „	1858	Peninsular and Oriental Steam Navigation Company.	306 1	40 9	17 8	1,366	2,012	450	iron, screw.
487	54,660	Rakaia	ditto - „	1866	Panama, New Zealand, and Australian Royal Mail Company (Limited).	273 0	34 1	25 8	938	1,456	350	iron, screw.
488	54,668	Contest	ditto - „	„	Thomas William Elliott and others	88 4	17 2	8 9	34	87	50	iron.
489	54,669	Alexandra (No. 2)	ditto - „	„	Richard Soper	142 1	17 1	4 6	58	80	50	iron.
490	54,674	Thetis	ditto - „	„	John Ryde and others	179 4	27 2	15 2	427	548	90	iron, screw.
491	54,683	Admiral	ditto - „	1843	David Henry Stone and another	76 6	17 3	9 0	17	68	45	
492	54,676	Little Briton	ditto - „	1866	George Locket and another	60 0	12 0	6 6	11	27	20	iron, screw.
493	18,730	William Cory	ditto - „	1857	John Fenwick and others	244 4	35 2	24 3	1,324	1,578	120	iron, screw.
494	54,678	Saäda	ditto - „	1866	Peninsular and Oriental Steam Navigation Company.	99 8	16 7	8 5	34	99	60	iron.
495	54,687	Scotsman	ditto - „	„	William Newcomb and another	45 3	10 1	6 0	4	17	15	iron, screw.
496	54,691	Avoca	ditto - „	„	Peninsular and Oriental Steam Navigation Company.	257 0	32 2	25 5	1,007	1,480	250	iron, screw.
497	54,692	Malacca	ditto - „	„	- - ditto	284 0	34 1	25 2	1,238	1,683	200	iron, screw.
498	54,684	Livonia	ditto - „	„	James Laing and others	234 8	32 5	24 4	872	1,283	150	iron, screw.
499	54,685	Palmerston	ditto - „	„	Robert Brown and another	191 3	22 1	6 9	87	200	100	iron.
500	54,695	Hallett	ditto - „	„	Hewett and Company (Limited)	130 6	21 1	10 6	142	209	50	iron, screw.
501	54,697	Labrador	ditto - „	„	Hudson Bay Company	139 2	29 2	17 0	266	391	80	screw.
502	54,699	North Star	ditto - „	„	Louis Breslaner and others	202 5	26 2	15 3	419	617	95	iron, screw.
503	54,700	Eider	ditto - „	„	General Steam Navigation Company	235 3	28 2	14 6	541	722	220	iron.
504	45,660	Souvenir	ditto - „	„	Edgar Sydney and another	128 5	21 1	11 1	159	219	55	iron, screw.
505	54,705	Narva	ditto - „	„	C. M. Norwood and others	234 8	32 5	24 4	872	1,282	140	iron, screw.
506	54,706	Frost	ditto - „	„	Hewett and Company (Limited)	130 6	21 1	10 6	142	209	50	iron, screw.
507	29,020	Penelope	ditto - „	1860	Thomas Shugg	79 5	12 9	5 7	27	40	25	iron, screw.
508	54,712	Galicia	ditto - „	1866	John Hall and another	203 9	28 9	16 9	510	750	150	iron, screw.
509	54,714	Albert Victor	ditto - „	„	John H. Glassford	231 2	24 3	8 6	143	322	170	iron.
510	54,720	Merthyr	ditto - „	„	James Dixon and others	207 3	28 1	17 4	543	798	90	iron, screw.
511	54,722	Ludworth	ditto - „	„	London Steam Collier and Coal Company (Limited).	169 8	26 0	14 0	304	448	70	iron, screw.
512	54,725	Mataura	ditto - „	„	Panama, New Zealand, and Australian Royal Mail Company (Limited).	302 3	35 7	26 1	1,114	1,786	450	iron, screw.
513	54,730	Camilla	ditto - „	„	London Steam Ship Company (Limited)	213 0	28 1	17 4	540	794	98	iron, screw.

514	54,737	Sunda	ditto	„	„	Peninsular and Oriental Steam Navigation Company.	270	0	33	9	26	8	1,217	1,682	300	iron, screw.
515	54,738	Surat	ditto	„	„	- - ditto	316	2	41	3	30	3	1,529	2,578	500	iron, screw.
516	54,742	Taurus	ditto	„	„	General Steam Navigation Company	247	0	32	1	15	1	621	838	250	iron.
517	54,745	Anglia	ditto	„	„	William Watkins	144	4	22	2	12	4	97	274	140	iron.
518	54,748	Kelloe	ditto	„	„	John Forster	164	7	28	3	14	9	340	501	70	iron, screw.
519	54,753	Danube	ditto	„	„	Royal Mail Steam Packet Company	332	0	34	0	16	7	1,260	2,000	400	iron.
520	11,872	Prince Imperial	ditto	„	1859	H. A. Hoiden	148	6	22	2	9	5	121	192	80	iron.
521	29,921	Benbow	ditto	„	1865	General Steam Navigation Company	200	0	29	1	16	8	578	739	120	iron, screw.
522	54,762	Rossclare	ditto	„	1866	Alfred D. Lewis and another	96	4	12	7	7	5	37	59	20	iron.
523	27,917	Cadiz	ditto	„	1858	John Hall, jun., and another	196	7	30	1	18	2	603	761	90	iron, screw.
524	49,809	Storm Queen	ditto	„	1864	Alexander Hunter and others	158	7	21	9	12	7	219	322	70	iron, screw.
525	56,740	Palmerston	ditto	„	1866	Alfred R. Fisher and others	90	0	17	0	9	4	23	95	40	iron.
526	56,746	Thornby	ditto	„	„	London Steam Collier and Coal Company (Limited).	169	8	26	5	14	0	304	448	70	iron, screw.
527	56,748	Charles Howard	ditto	„	„	John Ryde and others	205	9	30	1	16	9	511	751	120	iron, screw.
528	56,752	Scanderia	ditto	„	1863	Anglo-Egyptian Navigation Company (Limited).	328	6	35	3	25	1	1,348	1,983	200	iron, screw.
529	56,754	Excelsior	ditto	1867	1866	Daniel Barker and others	90	5	17	2	9	4	38	105	44	iron.
530	56,755	Granton	ditto	„	1867	General Steam Navigation Company	235	4	30	1	16	8	637	937	240	iron, screw.
531	50,368	Florence	ditto	„	1864	- - ditto	252	3	31	2	11	5	469	660	250	iron.
532	56,762	Minia	ditto	„	1867	Anglo-Egyptian Navigation Company (Limited).	328	5	35	3	25	1	1,350	1,986	200	iron, screw.
533	52,849	Miranda	ditto	„	1860	Nahum Salamon	64	0	11	6	6	7	19	34	16	iron, screw.
534	56,761	Durley	ditto	„	1867	Samuel Powditch	212	3	28	2	17	5	534	785	98	iron, screw.
535	48,554	Adeline	ditto	„	1857	C. S. Forbes	200	4	29	8	-	-	394	580	350	screw.
536	13,978	Norman	ditto	„	1854	M. F. Bremer and others	180	4	25	2	16	4	420	516	60	iron, screw.
537	52,730	Hilda	ditto	„	1865	Yttervën Mining Company	205	4	26	6	16	5	442	650	95	screw.
538	56,773	Gannet	ditto	„	1867	Alexander Carnegie	77	3	14	2	8	6	17	56	30	iron, screw.
539	29,786	Italia	ditto	„	1860	Ocean Steam Navigation Company	219	0	28	2	16	3	518	683	150	iron, screw.
540	44,848	Europa	ditto	„	1862	London Steam Ship Company	206	5	26	1	17	2	453	666	90	iron, screw.
541	50,028	Adria	ditto	„	1864	Ocean Steam Navigation Company	219	1	29	5	17	3	540	795	150	iron, screw.
542	56,782	Cupid	ditto	„	1867	Woolwich Steam Packet Company	122	5	15	0	6	6	47	74	32	iron.
543	47,399	Aurora	ditto	„	1863	London Steam Ship Company	210	8	28	3	17	0	475	698	99	iron, screw.
544	44,832	Minerva	ditto	„	1862	- - ditto	206	5	26	1	17	2	452	665	90	iron, screw.
545	52,702	Miranda	ditto	„	1865	- - ditto	211	0	28	1	17	4	557	819	99	iron, screw.
546	52,789	Sabrina	ditto	„	„	- - ditto	211	2	28	1	17	4	639	1,819	99	iron, screw.
547	50,027	Venetia	ditto	„	1864	Ocean Steam Navigation Company	223	0	29	5	16	3	513	755	150	iron, screw.
548	45,055	Justitia	ditto	„	1862	- - ditto	201	3	29	1	17	2	532	783	120	iron, screw.
549	47,411	Alexandra	ditto	„	1863	- - ditto	225	8	30	2	18	0	553	813	150	iron, screw.
550	50,169	Sea King	ditto	„	1864	Daniel Barker and others	117	8	19	5	10	3	51	157	140	iron.
551	47,429	Latona	ditto	„	1863	London Steam Ship Company	212	0	28	2	16	9	475	699	99	iron, screw.
552	56,155	Chiltern	ditto	„	1866	Telegraph Construction and Maintenance Company.	262	0	31	2	22	6	886	1,304	200	iron, screw.
553	54,628	Sado	ditto	„	„	J. L. Pick	170	5	25	0	13	7	325	433	70	iron, screw.
554	56,798	Wolverine	ditto	„	1867	A. B. Brandram	74	2	12	0	7	1	13	36	20	iron, screw.
555	56,802	Bangalore	ditto	„	„	Peninsular and Oriental Steam Navigation Company.	318	4	38	4	18	4	1,178	2,063	500	iron, screw.
556	50,013	Medora	ditto	„	1864	London Steam Ship Company	201	3	28	0	17	4	588	769	90	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
557	56,804	Osaca	London 1867	1866	E. M. de Bussche	181 0	27 4	15 1	328	482	90	iron, screw.
558	48,510	Clotilda	ditto „	1863	Ocean Steam Navigation Company	214 1	28 0	16 4	533	707	150	iron, screw.
559	56,811	Viatka	ditto „	1867	C. M. Norwood and others	200 8	29 2	14 9	716	833	80	iron, screw.
560	54,654	Palmyra	ditto „	1866	London Steam Ship Company	211 3	28 1	17 4	542	795	98	iron, screw.
561	56,817	South of Ireland	ditto „	1867	T. T. Jackson	220 2	25 8	12 4	299	475	200	iron.
562	56,818	Electra	ditto „	„	London Steam Ship Company	213 7	28 1	17 4	543	799	98	iron, screw.
563	56,819	Lion	ditto „	1865	William Vokings	58 6	12 2	7 1	11	29	25	iron, screw.
564	56,820	Lioness	ditto „	1867	- - ditto	62 4	13 1	7 3	11	42	24	iron, screw.
565	56,821	Cobden	ditto „	„	G. E. Wood	64 8	10 0	4 5	12	21	25	iron.
566	56,824	Prince Alfred	ditto „	1866	J. H. Wilson and others	107 0	13 9	6 3	37	59	20	iron.
567	56,825	Prince Arthur	ditto „	„	- - ditto	110 0	13 0	6 3	35	55	20	iron.
568	56,827	Citizen (R.)	ditto „	1865	- - ditto	117 0	13 7	6 2	52	72	24	iron.
569	56,828	Citizen (S.)	ditto „	1866	- - ditto	120 3	13 9	6 3	58	78	24	iron.
570	56,829	Traveller	ditto „	1867	Joshua Field	61 0	12 2	6 6	7	30	30	iron, screw.
571	56,831	Somersetshire	ditto „	„	C. H. Wigram and others	284 8	41 0	27 7	1,593	2,342	300	iron, screw.
572	50,364	Rosario	ditto „	1864	J. J. Cooper	221 0	25 2	11 5	278	441	250	iron.
573	56,836	Oriana	ditto „	1867	London Steam Ship Company	207 8	28 2	17 4	530	779	98	iron, screw.
574	56,840	Fiery Cross	ditto „	„	Caledonian Steam Towing Company	107 0	20 0	10 0	53	144	64	iron.
575	54,593	Wanderer	ditto „	1865	George Thomas	98 0	18 0	9 2	35	101	50	iron.
576	6,168	Souter Johnny	ditto „	1836	D. H. Stone and another	85 2	17 6	9 4	23	78	60	
577	44,571	Kingstown	ditto „	1862	T. S. Begbie	151 0	20 1	7 3	89	158	86	iron.
578	56,944	Sumatra	ditto „	1867	Peninsular and Oriental Steam Navigation Company.	318 5	38 4	19 6	1,267	2,202	500	iron, screw.
579	56,847	Vesta	ditto „	„	Woolwich Steam Packet Company	122 5	15 0	6 6	47	74	32	iron.
580	56,846	Grappler	ditto „	1866	Richard Corry	61 0	12 2	6 6	7	30	30	iron, screw.
581	52,672	Dandemong	ditto „	1865	A. G. Robinson and others	201 0	28 2	15 7	575	743	99	iron, screw.
582	56,858	Dreadnought	ditto „	1867	Daniel Barker and others	112 6	19 3	10 3	59	145	64	iron.
583	56,860	John Penn	ditto „	„	James Williamson	140 0	22 6	8 1	122	199	50	iron, screw.
584	7,459	Columbian	ditto „	1855	Peninsular and Oriental Steam Navigation Company.	313 2	39 6	17 5	1,482	2,180	500	iron, screw.
585	56,866	Citizen (C.)	ditto „	1863	City Steam Boat Company	105 0	13 8	6 2	38	61	24	iron.
586	56,867	Citizen (D.)	ditto „	1864	- - ditto	105 0	13 8	6 2	38	61	24	iron.
587	56,868	Citizen (E.)	ditto „	1866	- - ditto	121 2	14 0	6 2	57	77	24	iron.
588	56,865	Emperor	ditto „	1867	John Mitchell and others	105 6	18 5	9 8	59	122	60	iron.
589	56,875	Blonde	ditto „	„	Joseph Weatherley	147 5	22 1	11 5	192	282	40	iron, screw.
590	17,306	Princess Clementine	ditto „	1846	South Eastern Railway Company	165 3	23 6	11 1	111	252	160	iron.
591	56,789	Citizen (P.)	ditto „	1860	City Steam Boat Company	108 6	13 5	6 4	36	58	24	iron.
592	56,880	Citizen (Q.)	ditto „	1862	- - ditto	105 0	13 8	6 2	38	61	24	iron.
593	56,883	Marion	ditto „	1867	J. D. Hill and others	200 1	28 2	15 4	432	635	90	iron, screw.

594	4,282	True Briton	ditto	„	1852	William Sandford	80	7	17	1	9	3	21	80	40	—
595	56,884	City of Buenos Ayres	ditto	„	1867	Thomas Richardson and another	250	2	32	5	21	2	894	1,314	200	iron, screw.
596	16,670	Lord Ashley	ditto	„	1857	London, Belgium, Brazil, and River Plate Royal Mail Steam Ship Company.	188	0	24	8	13	4	296	435	80	iron, screw.
597	56,890	Anita	ditto	„	1867	William Anderson	90	5	16	1	7	7	27	70	30	iron, screw.
598	56,892	J. E. M'Connell	ditto	„	„	General Iron Screw Collier Company	201	3	28	1	17	4	518	762	98	iron, screw.
599	3,953	Balmoral	ditto	„	1851	H. T. Watson	143	1	19	2	11	7	117	197	52	iron, screw.
600	56,897	Jubilee	ditto	„	1867	F. D. Lambert and others	196	5	29	2	16	6	488	718	90	iron, screw.
601	56,905	George Peabody	ditto	1868	„	John E. Cole and others	400	4	18	3	9	9	28	115	55	iron.
602	44,819	Corsica	ditto	„	1863	Royal Mail Steam Packet Company	224	2	32	2	24	0	681	1,134	200	iron, screw.
603	56,907	Dacia	ditto	„	1868	Charles Morgan Norwood and others	243	4	34	7	25	3	1,187	1,517	170	iron, screw.
604	56,909	Georgina	ditto	„	„	George H. Harrington	138	0	19	8	10	6	138	213	50	iron, screw.
605	56,911	Lapwing	ditto	„	„	John Gay Newton Alleyne	37	2	6	9	3	9	4	7	5	wood and iron, screw.
606	56,912	Columbine	ditto	„	„	Edward M. de Bussche	191	3	29	1	22	1	617	811	100	wood and iron, screw.
607	56,916	Nestor	ditto	„	„	William Dixon and others	162	7	24	6	13	9	255	399	65	iron, screw.
608	56,915	Rhone	ditto	„	„	John Ryde and others	207	1	30	1	17	7	508	786	120	iron, screw.
609	56,918	City of Brussels	ditto	„	„	William Every	271	3	32	5	21	0	916	1,226	250	iron, screw.
610	56,919	Sakura	ditto	„	„	Edward M. de Bussche	193	1	28	4	21	3	625	847	120	wood and iron, screw.
611	20,778	Asia	ditto	„	1858	Charles Richard Fenwick	226	0	32	9	20	2	1,121	1,365	120	iron, screw.
612	5,151	May Queen	ditto	„	1854	Thomas H. Pile	208	0	25	5	13	9	456	605	99	iron, screw.
613	60,804	Richard Cobden	ditto	„	1868	John Ryde and others	206	1	30	1	17	2	509	791	120	iron, screw.
614	60,806	Hero	ditto	„	„	Daniel S. Mitchell	96	4	18	0	9	3	11	97	60	iron.
615	60,809	Nile	ditto	„	„	William Gray and others	241	0	30	4	19	0	1,081	1,354	99	iron, screw.
616	55,075	Vigilant	ditto	„	1866	Edgar Sydney and another	115	8	22	1	12	2	154	227	40	iron, screw.
617	60,817	Travancore	ditto	„	1867	Peninsular and Oriental Steam Navigation Company.	281	6	35	5	20	0	1,185	1,899	400	iron, screw.
618	60,819	Galatea	ditto	„	1868	Corporation of the Trinity House	219	5	26	2	13	8	292	507	200	iron.
619	191	Retriever	ditto	„	1854	William R. Dawson	158	6	22	5	12	7	218	320	50	iron, screw.
620	58,402	Duke of Sutherland	ditto	„	1868	London and North Western Railway Company.	244	0	30	1	14	3	409	860	270	iron.
621	60,827	Statira	ditto	„	„	London Steam Ship Company	211	4	28	2	17	4	632	862	160	iron, screw.
622	60,828	Nymph	ditto	„	„	Edward M. de Bussche	191	3	29	1	22	1	607	810	100	wood and iron, screw.
623	60,829	Fergus M'Ivor	ditto	„	„	Caledonian Steam Towing Company	109	4	20	0	10	1	25	148	80	iron.
624	44,847	Hilda	ditto	„	1862	General Steam Navigation Company	208	2	24	2	11	9	215	382	220	iron.
625	60,833	Neva	ditto	„	1868	Royal Mail Steam Packet Company	348	1	40	4	17	5	1,655	2,999	600	iron, screw.
626	60,839	Argos	ditto	„	„	Jules Gaudet	129	4	20	1	9	8	109	172	45	iron.
627	24,519	Black Diamond	ditto	„	1855	Charles Robert Fenwick and others	191	8	28	2	16	4	408	634	70	iron, screw.
628	60,841	Roxana	ditto	„	1868	London Steam Ship Company	219	2	28	3	17	4	674	728	160	iron, screw.
629	52,668	William Hunter	ditto	„	1865	Moses John Jonassohn and others	201	8	28	1	17	4	567	773	90	iron, screw.
630	26,377	Sydney Hall	ditto	„	1854	Mountjoy Pearse and another	196	4	24	2	15	9	410	513	80	iron, screw.
631	60,847	Biafra	ditto	„	1868	African Steam Ship Company	274	2	32	2	20	0	797	1,080	250	iron, screw.
632	60,848	Good Hope	ditto	„	„	Henry Somerset M'Kenzie and others	228	6	32	1	17	6	935	1,255	140	iron, screw.
633	58,121	Valetta	ditto	„	„	Thomas R. Oswald	210	8	29	2	16	0	613	815	110	iron, screw.
634	18,580	Clifton	ditto	„	1857	George B. Meiklereid and another	198	5	24	5	13	8	340	509	100	iron, screw.
635	60,850	Harriet	ditto	„	1867	James M'Gowan	52	7	10	0	6	0	13	19	28	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
						Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
636	60,851	Niger	London - 1868	1868	William Gray and others	250 7	30 4	19 1	1,125	1,442	99	iron, screw.
637	52,660	Robert Bruce	ditto - ,,	1865	Caledonian Steam Towing Company	121 3	20 1	10 8	80	192	100	iron.
638	60,855	City of Rio de Janeiro	ditto - ,,	1868	John Elder	273 0	33 0	19 0	1,017	1,597	300	iron, screw.
639	50,174	Stanley	ditto - ,,	1864	London and North Western Railway Company.	239 2	29 1	14 9	433	792	330	iron.
640	60,856	Lord Warden	ditto - ,,	1868	Edward Tracey and others	100 4	18 3	10 1	23	116	55	iron.
641	60,857	Filga	ditto - ,,	1867	William H. Henwood	70 0	14 0	9 8	–	56	50	iron, screw.
642	60,859	Magdala	ditto - ,,	unknown	William S. Bailey	215 8	28 2	13 7	421	620	90	iron, screw.
643	60,865	Echo	ditto - ,,	1868	Jules Gaudet	129 4	20 1	9 8	111	178	45	iron, screw.
644	60,866	Chloe	ditto - ,,	,,	- - ditto	129 4	20 1	9 8	111	178	45	iron, screw.
645	48,563	Alexandra	ditto - ,,	1863	London and North Western Railway Company.	226 6	28 3	16 0	462	806	320	iron.
646	53,113	Cleopatra	ditto - ,,	1865	Henry William Carter and others	228 4	30 0	14 7	769	1,036	130	iron, screw.
647	17,303	Princess Helena	ditto - ,,	1846	South Eastern Railway Company	166 2	24 3	10 9	142	267	160	iron.
648	50,126	St. Laurence	ditto - ,,	1864	British Colonial Steam Ship Company (Limited).	255 8	22 4	17 2	872	1,414	170	iron, screw.
649	52,791	Medway	ditto - ,,	1865	John Temperley	285 2	35 4	18 5	1,189	1,846	220	iron, screw.
650	60,878	Spartan	ditto - ,,	1868	Michael Spartali	272 0	31 3	20 0	916	1,263	150	iron, screw.
651	60,880	Pixie	ditto - ,,	,,	William H. Henwood	61 0	9 7	5 2	8	21	28	iron, screw.
652	45,009	La Plata	ditto - ,,	,,	William Thomas Henley	249 6	30 5	21 9	1,048	1,242	120	iron, screw.
653	60,885	Investigator	ditto - ,,	1854	Telegraph Construction and Maintenance Company.	204 4	28 8	16 2	569	701	120	iron, screw.
654	56,887	Christine	ditto - ,,	1867	Philip Bennett	53 0	10 5	6 0	9	16	12	screw.
655	55,473	Mendoza	ditto - ,,	,,	William Malcolmson	234 1	29 9	15 9	789	1,160	180	iron, screw.
656	55,472	Hollandia	ditto - ,,	,,	James Payne	240 5	27 9	14 7	573	784	300	iron.
657	49,734	Avoca	ditto - ,,	1865	- - ditto	228 0	31 0	16 0	542	797	150	iron, screw.
658	60,889	Deccan	ditto - ,,	1868	Peninsular and Oriental Steam Navigation Company.	368 3	42 5	22 3	1,834	3,128	600	iron, screw.
659	45,563	Stella	ditto - ,,	1861	His Grace the Duke of Hamilton	117 9	17 8	9 3	70	110	50	iron, screw.
660	56,837	City of Limerick	ditto - ,,	1867	London, Belgium, and River Plate, Royal Mail Steam Ship Company.	264 7	32 2	21 0	961	1,502	200	iron, screw.
661	4,283	Albion	ditto - ,,	1851	William Watkins	129 7	20 0	9 3	32	169	100	iron.
662	50,003	Thames	ditto - ,,	1864	British Colonial Steam Ship Company (Limited).	254 7	32 3	24 7	868	1,382	170	iron, screw.
663	16,224	Express	Aberystwith 1862	1857	Aberystwith and Cardigan Bay Steam Packet Company.	117 8	19 2	8 0	108	130	32	iron, screw.
664	26,843	Queen of the Isles	ditto - ,,	1860	W. S. Crealock	116 0	20 4	10 0	106	156	40	steel, screw.
665	47,428	Elizabeth	ditto - 1865	1863	Thomas Savin	118 4	19 9	6 4	87	118	30	iron.
666	56,402	Henry E. Taylor	ditto - 1868	1868	Aberystwith and Cardigan Bay Steam Packet Company.	114 5	17 7	8 8	80	129	25	iron, screw.

667	29,676	Water Lily	Barnstaple	1863	1863	John Dovell, junior	56 4	9 3	5 3	8	15	12	screw.
668	58,362	Puffin	ditto	1868	1868	Arthur Crawforth Bassett	81 0	13 9	7 0	15	39	24	screw.
669	28,488	Talbot	Barrow	1868	1860	Robert Little and others	213 6	24 0	12 5	265	450	240	iron.
670	28,499	Shelburne	ditto	,,	,,	ditto	213 6	24 0	12 5	263	450	240	iron.
671	48,907	Roe	ditto	,,	1864	ditto	236 6	25 2	13 5	336	560	240	iron.
672	49,566	Herald	ditto	,,	1866	ditto	221 6	22 5	10 4	177	328	150	iron.
673	18,755	Tweed	Berwick	1859	1859	Berwick Harbour Commissioners	74 4	17 1	9 5	11	67	33	
674	26,873	Cumbrian	Boston	1859	,,	J. H. Thomas and others	83 6	15 9	8 8	16	66	30	
675	28,807	Cuirassier	ditto	1867	1860	Boston and Hull Steam Shipping Company	90 2	19 6	8 2	91	110	70	steel, screw.
676	10,933	*Rapid	Bridgwater	1853	1838	Hercules Towells	64 3	14 4	7 9	8	54	31	
677	11,542	Defiance	ditto	1863	1856	Burnham Tidal Harbour Commissioners	152 3	18 0	8 3	96	150	80	iron.
678	45,599	Petrel	ditto	1864	1863	G. B. and T. N. Sully	81 5	17 2	9 1	22	70	30	
679	47,052	Victor	ditto	1865	,,	John Towells and others	90 2	17 5	8 9	22	79	40	
680	29,599	George Reed	ditto	1866	1866	G. F. Pitman	169 3	18 0	7 7	115	170	60	iron, screw.
681	16,309	Fairy Queen	Bristol	1850	1850	Henry Hart	101 4	14 8	7 0	33	57	45	iron, screw.
682	3,085	Juverna	ditto	1856	1847	Bristol General Steam Navigation Company	190 9	29 9	14 0	272	515	30	iron.
683	3,955	Dart	ditto	,,	1849	ditto	124 4	18 9	8 5	56	113	58	iron.
684	14,351	Taff	ditto	,,	1856	ditto	142 2	18 1	8 6	94	148	90	iron.
685	3,808	Princess Royal	ditto	,,	1850	ditto	125 7	17 4	9 4	69	126	90	iron, screw.
686	15,229	Augusta	ditto	1857	1857	F. H. Powell and others	144 4	21 4	13 5	189	278	50	iron, screw.
687	15,236	Ely	ditto	,,	,,	Bristol General Steam Navigation Company	157 0	19 3	9 4	119	189	120	iron.
688	18,581	Neptune	ditto	,,	1844	ditto	102 0	19 1	9 8	29	130	80	iron.
689	3,944	Avon	ditto	,,	,,	John Stothert and others	122 5	16 3	8 0	51	103	60	iron, screw.
690	22,098	Gem	ditto	1858	1858	Harman Visger and others	50 9	10 6	5 5	5	11	17	iron, screw.
691	27,326	Jane	ditto	1859	1859	John Payne	66 8	10 4	5 9	11	27	30	screw.
692	14,368	Atlas	ditto	1860	1854	Bristol General Steam Navigation Company	98 1	17 7	9 8	17	100	70	
693	3,835	Hercules	ditto	,,	,,	ditto	71 9	16 6	8 5	37	58	40	
694	3,833	Sampson	ditto	,,	1841	ditto	82 8	16 8	8 0	43	68	40	
695	3,830	Tiger	ditto	,,	,,	ditto	77 5	16 7	9 4	50	79	45	
696	3,832	Royal Albert	ditto	,,	1851	ditto	83 8	15 9	8 7	37	59	45	
697	3,827	Fearless	ditto	,,	1853	ditto	88 1	18 6	9 5	56	89	45	
698	29,213	Enterprise	ditto	,,	1860	C. Steeds and another	84 1	16 0	8 0	70	97	25	iron, screw.
699	26,808	Athlete	ditto	1861	1855	R. C. Rowe and others	159 5	23 4	13 9	242	356	80	iron, screw.
700	29,215	Ajax	ditto	,,	1861	Bristol General Steam Navigation Company	98 1	19 1	9 0	49	124	80	iron.
701	29,217	Wye	ditto	,,	,,	John Jones and others	116 5	17 0	7 0	54	108	50	iron.
702	44,102	Milford	ditto	,,	,,	Bristol General Steam Navigation Company	91 6	19 2	7 3	68	85	25	iron, screw.
703	44,109	Alarm	ditto	1862	1862	ditto	59 3	9 0	7 0	7	21	24	iron, screw.
704	44,110	Dolphin	ditto	,,	1861	ditto	63 5	11 8	7 7	10	32	30	iron, screw.
705	27,323	Teazer	ditto	,,	1853	ditto	59 2	7 7	4 5	12	17	14	screw.
706	44,114	Apollo	ditto	,,	1862	ditto	234 1	26 2	14 2	464	736	250	iron.
707	11,409	Forager	ditto	,,	,,	John Payne	84 8	18 4	8 2	69	85	16	screw.
708	27,128	Gem	ditto	1863	1858	Leonard Bruton	122 0	18 0	7 8	63	100	50	iron.
709	45,374	Relief	ditto	,,	1862	F. G. Saunders and another	117 6	19 6	10 1	94	163	70	iron.
710	44,786	Briton	ditto	1864	,,	Bristol General Steam Navigation Company	175 7	24 1	11 6	188	349	150	iron.
711	17,196	Corsair	ditto	,,	1857	John Edwards and others	150 1	22 2	12 0	179	264	60	iron, screw.
712	45,723	Christopher Thomas	ditto	,,	1864	F. G. Saunders and another	132 0	20 2	8 0	97	159	109	iron.
713	50,343	The Perthshire Lassie	ditto	,,	,,	Bristol General Steam Navigation Company	124 0	21 0	12 7	156	230	50	iron, screw.
714	19,778	Effort	ditto	,,	,,	R. C. King	84 2	18 6	8 9	73	91	15	screw.
715	45,725	Emma	ditto	,,	1862	John Payne	52 8	11 1	6 3	7	22	20	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
						Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
716	45,728	Calypso - - -	Bristol - 1865	1865	Bristol General Steam Navigation Company	181 8	25 2	14 0	336	495	91	iron, screw.
717	45,729	Merrimac - -	ditto - „	1859	C. J. King - - - - - - -	84 2	18 6	8 9	73	91	15	screw.
718	16,319	Alma - - -	ditto - „	1855	R. C. King - - - - - - -	107 8	18 1	7 1	82	104	16	iron, screw.
719	52,651	Rosetta - - -	ditto - 1866	1865	Bristol General Steam Navigation Company	220 4	26 0	11 4	345	548	200	iron.
720	45,659	Undine - - -	ditto - „	1866	- - ditto - - - - - - -	116 5	19 5	8 9	85	137	40	iron, screw.
721	53,182	Niger - - -	ditto - „	„	Anthony Hutton - - - - - -	107 2	17 4	9 3	69	128	60	iron.
722	10,689	Cardiff Castle - -	ditto - 1867	1847	Sydney Clutterbuck - - - - -	80 5	18 8	9 7	50	79	35	screw.
723	10,691	Phœnix - - -	ditto - 1868	1848	John Payne - - - - - - -	77 8	17 5	8 3	54	79	20	screw.
724	53,191	Newport - - -	ditto - „	1868	John Stothert and others - - - -	135 8	18 9	8 1	97	153	50	iron, screw.
725	53,193	Harlequin - -	ditto - „	„	John Payne - - - - - - -	79 3	15 7	7 25	58	18	50	iron, screw.
726	53,194	Juno - - -	ditto - „	„	Bristol General Steam Navigation Company	261 5	29 6	15 1	608	1,019	350	iron.
727	53,195	Princess of Wales -	ditto - „	„	Frank Mulleny - - - - - -	98 8	17 4	9 1	27	104	70	iron.
728	9,410	Lee - - -	ditto - „	1840	Joseph B. Brain - - - - - -	85 3	18 0	6 4	48	70	14	iron, screw.
729	10,191	*Vesta - - -	Carnarvon 1848	1848	Lord Newborough - - - - - -	114 0	20 4	12 2	88	175	70	
730	12,377	*Victoria - - -	ditto - 1854	1854	F. A. Templer - - - - - - -	53 3	8 6	4 9	11	18	40	
731	28,619	Wave of Life - -	ditto - 1862	1860	Portmadoc Steam Tug Company - -	87 1	16 9	9 3	22	77	35	
732	27,733	Rebecca - - -	ditto - 1864	1859	Carnarvonshire and Merionethshire Steam Ship Company (Limited.)	136 2	19 1	10 4	138	203	40	iron, screw.
733	49,743	James Cowley -	ditto - 1867	1864	Portmadoc Steam Tug Company - -	81 8	17 1	9 1	21	72	30	
734	12,599	Storm King - -	Cardiff - 1860	1857	Benjamin Harris - - - - - -	92 0	17 9	9 0	17	91	55	
735	27,204	Black Eagle - -	ditto - „	1847	Thomas Elliot and others - - - -	90 8	19 0	9 9	23	102	80	
736	19,374	Lady Bute - -	ditto - 1861	1857	R. H. Michell - - - - - - -	74 0	16 7	9 2	15	64	50	
737	18,786	Night Watch - -	ditto - „	1859	Robert Day and others - - - -	83 7	16 9	9 1	13	72	35	
738	21,276	Gleaner - - -	ditto - 1862	1858	John Brown and others - - - -	71 0	14 0	7 0	9	42	20	
739	29,101	Rifleman - -	ditto - 1863	1860	D. Guy and others - - - - -	77 5	15 2	8 3	13	53	28	
740	28,339	Tubal Cain - -	ditto - „	„	N. Strong and others - - - -	74 0	16 3	8 4	16	57	25	
741	27,059	Swift - - -	ditto - „	1841	William Perch - - - - - -	95 2	17 9	6 6	63	82	23	iron, screw.
742	28,575	John Bull - -	ditto - „	1860	William Gwynn and another - - -	75 3	15 4	8 0	16	54	20	
743	21,742	Vanguard - -	ditto - 1864	1858	Nicholas Strong and others - - -	85 8	16 0	9 0	7	72	31	
744	16,689	United States - -	ditto - „	1856	George Stanton - - - - -	82 6	18 3	10 0	4	98	60	
745	18,587	Iron Duke - -	ditto - „	1857	Cardiff and Penarth Steam Towing Company (Limited).	112 2	18 0	9 0	47	121	100	iron.
746	19,373	Marquis - - -	ditto - „	1855	- - ditto - - - - - - -	94 5	18 5	9 0	12	100	80	iron.
747	19,371	Ely - - -	ditto - „	1858	Thomas Winmill - - - - -	80 4	16 0	9 0	9	69	35	
748	20,139	Nimrod - - -	ditto - „	1857	Thomas Tucker and others - - - -	85 1	17 2	9 1	13	73	40	
749	49,747	Bob Chambers -	ditto - „	1864	Peter Gibbs and others - - - -	90 2	18 9	9 2	28	85	40	
750	10,690	William - - -	ditto - „	1847	James Speller - - - - - -	78 4	16 0	8 0	14	58	45	
751	10,186	Sir Isaac Newton -	ditto - 1865	1853	Joseph Hazell - - - - - -	83 3	16 2	9 4	20	69	38	
752	50,434	Kate - - -	ditto - „	1865	Robert Easthope and another - - -	74 7	13 8	5 7	21	40	20	iron.

753	51,359	Llandaff	ditto	„	„	Alexander Dalziel and others	152 6	24 3	14 5	311	411	65	iron, screw.	
754	49,761	Bob Chambers	ditto	„	„	Peter Gibbs and others	95 8	18 4	9 6	33	93	50		
755	50,436	Cardiff Castle	ditto	1866	„	George Stanton	77 6	16 3	7 3	18	62	35	iron and wood.	
756	51,380	Fairwater	ditto	„	„	Henry Vellacott and others	148 8	24 6	14 6	261	384	65	iron, screw.	
757	28,027	Daisy	ditto	„	1859	David Heap	70 6	14 1	7 7	11	42	24		
758	50,440	Joseph Hazell	ditto	„	1866	Joseph Hazell	92 0	18 3	9 0	25	88	50		
759	49,752	Lightning	ditto	„	1864	Charles O. Rundle and another	90 2	18 4	9 18	27	85	40		
760	29,727	Robert Burns	ditto	„	1861	- - ditto	71 4	16 7	9 1	22	71	29		
761	19,200	Pleiades	ditto	„	1858	Richard Morgan and another	84 3	17 1	8 9	16	78	40	iron.	
762	54,828	John and James	ditto	„	1866	Robert Lee and others	76 0	16 6	8 6	45	58	27		
763	55,202	St. Vincent	ditto	„	„	James Ware	99 3	19 0	7 5	78	115	40	iron, screw.	
764	55,204	Earl of Zetland	ditto	„	„	William Henry Martin	80 1	16 5	9 3	15	69	40		
765	26,746	Taff	ditto	1867	1841	C. H. Riches and another	78 0	18 1	6 8	51	74	25	iron, screw.	
766	55,205	Patriot	ditto	„	1867	William and C. O. Rundle	86 4	17 6	9 3	28	91	40	iron.	
767	55,207	Susan Gibbs	ditto	„	„	Peter Gibbs and others	83 8	17 3	9 3	17	78	35		
768	44,319	Stephenson	ditto	„	1862	William Gwynn and others	80 8	17 2	9 1	18	72	29		
769	55,208	Earl of Windsor	ditto	„	1867	W. H. Martin and another	85 3	17 6	9 1	20	79	40		
770	60,252	Flying Scud	ditto	1868	1868	William Evans and others	91 2	18 3	9 2	16	94	45	iron,	
771	60,255	Lord Bute	ditto	„	„	Richard Cory	204 7	28 2	16 2	469	754	90	iron, screw.	
772	56,509	Victoria	ditto	„	1867	Nicholas Strong	89 85	17 7	9 2	85	14	35		
773	60,257	Leckwith	ditto	„	1868	Charles A. Schlesinger	171 6	25 9	15 7	338	521	75	iron, screw.	
774	16,212	Silloth	Carlisle	1856	1856	W. Muir and others	154 4	21 3	11 9	199	292	68	iron, screw.	
775	12,636	Curnbria	ditto	1862	1854	Silloth Bay Steam Navigation Company (Limited).	182 0	22 7	12 5	306	383	70	iron, screw.	
776	45,604	Arabian	ditto	1863	1863	William Muir and others	87 6	18 2	9 5	27	89	36		
777	19,075	Carham	ditto	1864	1864	Richard Hodgson and others	141 8	20 5	8 5	105	159	60	iron.	
778	19,077	Kittiwake	ditto	1866	1866	W. Muir and others	160 0	22 3	12 1	226	321	80	iron, screw.	
779	16,212	Silloth	ditto	1868	1856	Robert Young and others	154 4	21 3	11 9	173	295	68	iron, screw.	
780	27,009	*Cymro	Chester	1848	1848	Great Western Railway Company	74 9	14 9	7 9	36	70	33		
781	27,018	*Test	ditto	1853	1853	- - ditto	76 8	15 2	8 8	23	73	32		
782	24,205	*Royal Victoria	ditto	1855	1838	James Johnson	106 8	14 1	7 3	54	96	65	iron.	
783	23,183	Sea Nymph	ditto	1857	1845	London and North Western Railway Company	206 3	28 8	15 6	248	608	350	iron.	
784	8,659	Cambria	ditto	1860	1848	- - ditto	244 4	27 4	14 6	469	744	400	iron.	
785	28,050	Admiral Moorsom	ditto	1861	1860	- - ditto	219 0	30 0	15 1	463	735	400	iron.	
786	56,642	John Taylor	ditto	1866	1866	Isaiah Bortle	139 0	18 5	10 0	159	20	40	iron, screw.	
787	58,201	Aston	ditto	1867	1867	John and Frederick Thompson	100 0	20 0	9 5	90	132	25	iron, screw.	
788	58,206	Sea Swallow	ditto	1868	1868	Edward Claudius Walker	81 5	20 4	6 9	53	89	30	iron, screw.	
789	27,003	Hibernia	ditto	„	1847	London and North Western Railway Company	221 7	26 8	14 2	359	627	400	iron.	
790	7,897	Telegraph	ditto	„	1853	- - ditto	244 0	28 3	15 2	406	827	440	iron.	
791	21,260	*Premier	Clay	1838	1837	Thomas Powditch and another	63 4	14 0	7 7	12	49	30		
792	21,221	*Economy	ditto	1853	1838	James Chapman and others	62 1	13 8	7 6	18	50	25		
793	19,583	Valetta	Cowes	1859	1855	Louis Twysden	104 3	12 5	6 8	33	58	35	iron.	
794	29,096	Victoria	ditto	1861	1860	C. M. Butt	63 3	13 2	5 6	23	36	16	iron.	
795	17,597	Fire Fly	ditto	„	1857	Sir Henry Oglander, Bart.	107 9	21 3	11 3	124	159	–		
796	24,483	Gareloch	ditto	1863	1855	Thomas Crowder	146 2	14 0	6 4	42	66	50	iron.	
797	45,569	Campanera	ditto	„	1863	Sir J. B. Guest, Bart.	109 0	21 1	11 0	83	125	35	screw.	
798	28,099	Nora Creina	ditto	1864	1859	David Gamble	89 0	16 0	8 3	38	69	16	iron, screw.	
799	13,002	Carrs	ditto	1867	1852	G. T. Winther and others	74 8	15 1	7 9	39	62	35		

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
800	58,815	Hebe	Cowes 1868	1867	William B. Phillimore	126 6	23 6	12 8	117	173	40	screw.
801	58,819	Meteor	ditto „	1864	Thomas Brassey	126 0	18 6	11 3	80	117	20	iron, screw.
802	58,820	Nökken	ditto „	1866	Sir Percy F. Shelley, Bart.	79 6	15 0	8 3	39	61	16	iron, screw.
803	17,881	Dartmouth	Dartmouth 1856	1856	R. M. Mortimore	85 3	12 0	5 4	31	42	20	iron.
804	17,882	Louisa	ditto „	„	Dartmouth Steam Packet Company (Limited)	90 2	9 1	3 6	22	35	10	iron.
805	17,886	Kingsbridge Packet	ditto 1857	1857	Robert Hurrell and others	77 8	18 9	8 3	43	69	32	
806	2,124	Pilot	ditto 1861	1852	Dartmouth Steam Packet Company (Limited)	84 8	17 9	9 5	26	101	49	
807	29,516	Queen	ditto 1864	1860	John May and others	59 3	11 6	4 2	11	18	10	
808	47,881	Newcomin	ditto 1865	1864	Dartmouth Steam Packet Company (Limited)	108 0	12 0	3 7	31	47	20	iron.
809	47,884	Eclair	ditto 1865	1865	J. F. D'Oyly	159 8	20 2	8 5	130	210	120	iron.
810	16,777	Ondine	Dover 1856	1847	H. J. Sharpe and another	151 0	19 1	10 3	79	160	68	iron.
811	44,922	Engineer	ditto 1863	1860	J. Penn	89 9	13 6	6 3	22	40	24	iron.
812	44,923	Palmerston	ditto 1864	1864	Dover Harbour Board	96 5	18 0	9 4	55	109	60	iron.
813	2,489	Haswell	Exeter 1864	1848	John Holman and others	79 0	17 0	8 7	13	70	45	
814	45,224	Dandy	Falmouth 1863	1863	E. Handcock	105 9	19 1	9 0	49	126	60	iron.
815	45,228	Briton	ditto „	1861	H. Fox and another	79 0	26 8	8 0	50	139	60	iron, screw.
816	45,230	Pendennis	ditto „	1863	R. Taylor	79 4	16 9	8 9	20	73	40	iron.
817	27,146	Lioness	ditto 1865	1858	Nicholas Medlin and another	80 2	16 3	8 0	18	60	30	
818	53,183	Dolphin	ditto 1866	1866	William W. Jewell and others	66 1	14 1	7 7	28	42	50	iron, screw.
819	50,450	Wotton	ditto 1867	„	Howard Robert Fox	64 7	12 2	6 0	13	28	16	iron, screw.
820	58,006	Pioneer	ditto „	1865	E. C. and W. N. Carne	52 2	16 5	5 0	23	29	16	iron, screw.
821	7,543	*Venus	Faversham 1844	1844	G. Hilton and others	54 8	10 4	6 6	10	28	16	
822	44,097	Ajax	ditto 1862	1862	C. J. Hilton and others	56 8	13 7	7 6	13	46	25	iron.
823	22,656	Prince Patrick	Fleetwood 1859	1856	James Holme and others	231 2	25 2	14 7	340	622	150	iron.
824	45,341	Wyre	ditto 1862	1862	H. W. Wickham and others	117 7	20 2	8 9	106	165	70	iron.
825	17,039	Ocean Bride	ditto 1865	1853	George Wilson and another	70 5	14 9	7 0	17	41	30	
826	17,252	Royal Consort	ditto 1866	1844	Frederick Kemp	238 7	29 1	16 6	423	777	300	
827	45,721	Prince Arthur	ditto 1867	1864	Robert Henderson and others	227 8	26 2	14 2	431	684	240	iron.
828	27,320	Prince Alfred	ditto „	1861	Frederick Kemp and others	256 2	28 2	15 7	518	823	340	iron.
829	17,427	Ant	Gainsborough 1856	1856	William Furley and another	72 7	12 5	4 6	24	36	14	iron, screw.
830	12,422	Sea Nymph	ditto 1857	1851	George Cross	126 6	18 6	10 4	103	151	40	screw.
831	17,430	Bee	ditto 1858	1858	W. C. Furley and others	92 6	15 6	7 0	48	78	20	
832	10,167	Fury	ditto 1859	1854	R. G. Rainforth	73 9	15 6	7 9	19	46	30	
833	44,918	Lynx	ditto 1866	1866	Richard R. Dixon	77 8	12 0	6 1	18	29	16	iron and wood, twin screws.
834	44,920	Fanny	ditto 1867	1867	William Rudd	39 5	8 4	4 0	5	8	5	iron, screw.
835	17,413	Columbine	ditto 1868	1843	The Gainsborough United Steam Packet Company (Limited).	115 6	15 1	7 6	44	83	40	iron.

836	44,919	Scarborough	ditto	„	1866	- - ditto	149	8	18	0	7	4	88	142	52	iron.
837	17,431	Isle of Axholme	ditto	„	1860	- - ditto	130	0	16	1	7	0	48	91	40	iron.
838	17,411	Atalanta	ditto	„	1851	- - ditto	120	5	15	6	7	9	47	85	40	iron.
839	17,412	Harlequin	ditto	„	1848	- - ditto	121	8	15	0	7	7	48	87	40	iron.
840	12,345	*Clara	Gloucester	1846	1842	H. Southan	85	6	12	5	6	5	34	51	24	
841	20,894	Kilmir	ditto	1859	1859	David Napier	137	0	15	0	8	0	40	106	80	iron, screw.
842	27,876	Edmund Ironsides	ditto	1860	1860	Joshua Fellows and another	89	7	19	2	7	4	64	94	20	iron, screw.
843	29,752	Bee	ditto	1861	1859	Jacob Rice	64	4	12	3	2	4	13	18	12	iron.
844	43,668	Wave	ditto	„	„	J. G. Francillon and another	86	9	11	3	5	9	29	44	15	iron, screw.
845	43,669	Lapwing	ditto	„	1853	- - ditto	64	8	9	4	5	4	13	20	10	iron, screw.
846	54,556	La Belle Marie	ditto	1866	1866	Edward Charles Rudge	65	6	12	1	6	1	16	31	16	screw.
847	58,400	Boulogne	ditto	1868	1867	Constant A. Sauceau	143	2	26	1	10	9	167	245	50	iron, screw.
848	15,051	Urania	ditto	„	1854	John G. Francillon	146	3	19	4	11	6	160	235	40	iron, screw.
849	11,356	*Judith	Goole	1849	1847	Richard Pilkington and another	61	3	13	6	7	6	12	44	18	
850	18,064	Empress	ditto	1856	1856	J. Empson and others	114	1	12	9	5	9	43	68	24	iron.
851	20,196	Contest	ditto	1857	1857	William France and others	154	3	21	2	12	5	188	277	50	iron, screw.
852	29,206	Uncle Sam	ditto	1861	1861	George Jackson and others	83	4	15	9	8	9	25	70	35	
853	44,026	Her Majesty	ditto	1862	1860	Joseph Rowbottom and others	129	1	12	3	6	3	66	82	24	iron.
854	22,937	Emily	ditto	„	1855	William France and others	133	5	20	6	12	1	152	224	30	iron, screw.
855	47,117	Aunt Alice	ditto	1863	1863	G. Jackson and another	82	6	17	1	8	7	22	46	35	
856	28,745	Londos	ditto	1864	1860	Goole Steam Shipping Company (Limited)	159	2	22	7	9	8	229	286	45	iron, screw.
857	28,088	Colletis	ditto	„	1856	- - ditto	159	4	23	2	13	0	216	318	60	iron, screw.
858	17,871	Killarney	ditto	1865	„	- - ditto	148	5	21	9	11	4	191	281	70	iron, screw.
859	18,248	Resolute	ditto	„	1857	William France and others	150	8	20	8	4	8	185	249	40	iron, screw.
860	50,423	John Wells	ditto	„	1865	Goole Steam Shipping Company (Limited)	191	7	21	3	12	4	297	393	120	iron, screw.
861	47,819	Walter Stanhope	ditto	„	1863	- - ditto	185	9	25	2	12	5	270	387	140	iron, screw.
862	16,283	Deva	ditto	1866	1857	- - ditto	133	0	21	5	11	7	169	248	40	screw.
863	54,505	William Coulman	ditto	„	1866	- - ditto	180	4	24	1	12	8	277	406	75	iron, screw.
864	48,717	Annie	ditto	„	1864	- - ditto	188	2	20	0	12	8	330	430	110	steel.
865	49,785	Prudhoe	ditto	„	1866	William Turgoose and others	88	2	18	1	9	3	30	88	37	
866	54,516	Goole	ditto	1867	1867	R. B. Bromley	87	5	17	4	9	2	25	82	40	
867	58,721	George Jackson	ditto	„	1866	James Pilling	76	8	17	1	8	4	11	66	30	
868	17,761	*Endeavour	Grimsby	1851	1835	J. D. Battersby	64	0	13	6	7	8	21	54	27	
869	10,686	*Tyro	ditto	1854	1838	R. H. Mitchell	63	7	14	0	8	8	17	55	22	
870	11,126	Eugenie	ditto	1856	1856	Manchester, Sheffield, and Lincolnshire Railway Company.	173	5	26	8	14	0	370	488	80	iron, screw.
871	16,633	Albert	ditto	„	„	- - ditto	175	5	27	8	15	1	339	499	80	iron, screw.
872	18,881	Grimsby	ditto	1857	1857	- - ditto	208	9	28	5	16	0	443	651	100	iron, screw.
873	7,700	Wilberforce	ditto	1859	1846	John Sharrah	76	2	16	8	9	0	12	61	40	
874	5,380	Lord Cardigan	ditto	1860	1855	Manchester, Sheffield, and Lincolnshire Railway Company.	170	0	26	8	15	0	377	472	80	iron, screw.
875	53,443	Wilberforce	ditto	1866	1865	Edward Bannister and another	89	4	18	8	9	4	31	91	35	
876	54,805	Lincoln	ditto	„	1866	Manchester, Sheffield, and Lincolnshire Railway Company.	198	2	26	5	14	6	445	557	120	iron, screw.
877	54,806	Leeds	ditto	„	„	- - ditto	176	2	24	3	12	0	275	377	100	iron, screw.
878	54,808	Wakefield	ditto	„	„	- - ditto	200	5	26	5	14	5	477	589	120	iron, screw.
879	54,809	Bradford	ditto	„	„	- - ditto	176	2	24	3	12	0	274	376	100	iron, screw.
880	56,003	Loreley	ditto	„	„	Edward J. Hough and others	164	6	22	5	14	1	285	418	59	iron, screw.
881	56,006	Warrior	ditto	„	„	Thomas Oates	75	1	16	8	8	6	12	63	40	

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
882	50,296	Sheffield	Grimsby 1866	1864	Manchester, Sheffield, and Lincolnshire Railway Company.	245 0	26 8	12 2	353	560	100	iron.
883	50,333	Stockport	ditto „	1866	- - ditto	249 5	31 3	11 1	618	981	250	steel and iron.
884	8,941	Hilda	ditto 1867	1853	Richard M'Sheen	74 0	15 5	8 0	16	51	29	
885	12,597	Telegraph	ditto 1868	1857	William Cooper	79 5	15 8	8 8	13	62	30	
886	60,500	Beverley	ditto „	1868	Edward Jordon Hough	171 0	28 5	10 6	253	406	50	iron, screw.
887	62,721	Mary	ditto „	„	- - ditto	206 2	27 9	20 5	566	894	90	iron, screw.
888	56,751	Bosphorus	Hartlepool 1867	1867	William Gray and others	212 8	28 6	14 2	735	926	110	iron, screw.
889	52,806	Commoundouros	ditto 1868	1865	Henry Briggs	228 0	31 1	18 2	784	1,014	160	iron, screw.
890	58,753	Marmora	ditto „	1868	John P. Denton	214 2	28 2	14 2	606	955	98	iron, screw.
891	51,378	Levant	ditto „	1865	- - ditto	209 0	28 7	16 3	473	737	100	iron, screw.
892	52,805	The Greek	ditto „	„	Thomas Richardson	198 9	29 1	16 7	590	749	140	iron, screw.
893	58,756	Eleanor	ditto „	1868	- - ditto	176 0	25 0	14 9	286	471	80	iron, screw.
894	29,476	Golden Horn	ditto „	„	John P. Denton	230 4	31 9	23 9	830	1,207	150	iron, screw.
895	19,139	Greatham Hall	Hartlepool, West 1863	1856	M. Pearse and others	194 9	27 2	16 1	462	584	90	iron, screw.
896	12,889	Gipsey Queen	ditto 1866	„	C. M. Webster	207 1	26 3	15 7	455	670	100	iron, screw.
897	18,622	Leipzig	ditto „	1849	- - ditto	179 5	26 4	16 3	452	591	70	iron, screw.
898	12,885	Gitana	ditto „	1855	Pile, Spence, and Company (Limited)	203 8	26 1	14 7	396	582	100	iron, screw.
899	54,567	Murton	ditto „	1866	Christopher M. Webster	158 2	25 3	12 7	283	416	70	iron, screw.
900	49,808	British Queen	ditto 1867	1865	- - ditto	230 2	28 5	15 9	520	676	150	iron, screw.
901	1,159	Coral Queen	ditto „	1846	- - ditto	236 9	26 2	16 6	645	856	90	iron, screw.
902	28,289	Conqueror	ditto „	1861	John Cleghorn	107 0	20 4	10 2	56	144	60	iron.
903	26,103	Ranger	ditto „	1848	R. W. Jackson and another	80 8	17 0	9 4	16	76	35	
904	26,102	William Charles	ditto „	1852	- - ditto	83 8	17 3	8 8	19	77	40	
905	5,112	John Bull	ditto „	1854	- - ditto	77 7	18 0	9 1	10	75	40	
906	26,146	West Dock	ditto „	1849	- - ditto	78 9	17 2	8 7	10	64	35	
907	26,679	Prompt	ditto 1868	1853	Robert Irvine	201 0	25 1	14 8	337	496	90	iron, screw.
908	54,573	Raithwaite Hall	ditto „	1868	George Pyman	200 3	28 8	16 9	443	704	96	iron, screw.
909	12,899	Iron Era	ditto „	1856	Mountjoy, Pearce, and others	176 3	27 3	14 6	387	494	80	iron, screw.
910	49,810	George Pyman	ditto „	1865	George Pyman and others	199 6	27 9	15 3	384	610	90	iron, screw.
911	54,574	R. L. Alston	ditto „	1868	Robert L. Alston and another	194 0	28 0	15 1	381	605	90	iron, screw.
912	54,570	Lizzie English	ditto „	1867	George Pyman and others	198 5	28 0	16 0	435	673	96	iron, screw.
913	28,895	Albion	ditto „	1860	John S. Bickford and others	165 0	24 2	11 7	152	298	150	iron, screw.
914	29,737	Bride	ditto „	1863	William Harvey	163 7	23 1	12 1	199	292	100	iron, screw.
915	52,785	Avalon	Harwich 1867	1865	Alexander Tracy and others	239 8	27 0	13 5	488	670	220	iron.
916	50,020	Zealous	ditto „	1864	- - ditto	230 0	27 1	11 8	455	613	220	iron.
917	50,053	Harwich	ditto „	„	- - ditto	215 0	27 0	17 6	550	750	220	iron.
918	50,114	Rotterdam	ditto „	„	- - ditto	215 1	27 0	17 6	557	757	220	iron.
919	50,179	Pacific	ditto „	„	- - ditto	207 0	26 2	11 3	353	460	170	iron.

920	54,747	Great Yarmouth	ditto	„	1866	- - ditto	199	9	28	4	17	0	497	731	100	iron, screw.
921	52,811	Ravensbury	ditto	„	1865	- - ditto	239	8	27	0	13	5	484	666	220	iron.
922	49,984	Bessie	Hayle	1865	„	William Harvey	131	9	25	9	13	1	250	287	20	iron, screw.
923	13,401	Express	ditto	1867	1847	William Harvey and others	146	5	22	7	12	2	195	248	20	iron, screw.
924	–	*Shannon	Hull	1846	1846	Wakefield Pim	70	0	15	1	9	0	9	82	–	
925	13,594	*Emperor	ditto	1849	1849	William Liddle and others	241	4	31	3	19	6	914	1,320	450	
926	7,563	*Manchester	ditto	„	„	Manchester, Sheffield, and Lincolnshire Railway Company.	164	9	22	4	9	6	174	291	150	
927	7,564	*Sheffield	ditto	1850	„	- - ditto	160	8	21	9	9	1	244	244	150	
928	16,836	*Black Eagle	ditto	1851	1851	Drogheda Steam Packet Company	76	6	16	5	9	6	33	90	48	iron.
929	12,487	*Fairy	ditto	„	„	R. L. Furley and others	113	2	17	6	10	5	111	164	60	iron, screw.
930	5,386	*Falcon	ditto	1854	1854	John Lumsden and others	121	5	23	2	14	2	347	477	100	iron, screw.
931	7,699	*Pilot	ditto	1855	1855	W. Shearsmith, senior	69	5	13	8	8	1	18	54	28	iron, screw.
932	5,563	Martlet	ditto	„	„	John Lumsden and others	149	7	20	2	11	0	170	250	50	iron, screw.
933	5,358	Prince	ditto	„	1849	- - ditto	169	9	28	0	10	0	291	379	100	iron.
934	14,981	St. Petersburgh	ditto	1856	1856	William Bayley and others	188	7	26	6	15	7	461	579	70	iron, screw.
935	18,159	Tiger	ditto	1857	1857	William Coulman and others	213	4	27	0	16	0	443	651	170	iron, screw.
936	20,634	Leopard	ditto	1858	1858	John Lumsden and others	223	1	28	0	16	0	500	735	170	iron, screw.
937	20,635	Bolderaa	ditto	„	„	C. M. and J. F. Norwood	187	0	26	0	14	0	443	535	70	iron, screw.
938	16,152	Sampson	ditto	„	1846	James Swallow and others	71	0	15	2	18	1	21	61	39	
939	22,139	James Watt	ditto	„	1858	Stephen Gray	80	0	17	2	9	0	15	76	40	iron.
940	10,175	British Hero	ditto	„	1848	Robert Teall	84	6	17	8	9	0	12	75	45	
941	5,352	Scandinavian	ditto	„	1852	C. H. and Arthur Wilson	186	5	26	0	13	9	323	475	98	iron, screw.
942	26,881	Powerful	ditto	„	1857	Hull Dock Company	107	0	16	2	8	0	53	119	80	iron.
943	27,023	Zebra	ditto	1859	1859	William Coulman and others	196	0	26	5	14	9	426	542	80	iron, screw.
944	27,965	Minister Thorbecke	ditto	„	1853	Thomas Voase	139	3	22	3	10	0	175	258	60	screw.
945	5,362	Secret	ditto	1860	1847	A. G. Robinson	182	4	23	0	12	9	321	392	50	iron, screw.
946	28,353	Argo	ditto	„	1860	C. H. and Arthur Wilson	210	0	27	0	16	2	493	720	120	iron, screw.
947	5,353	Humber	ditto	„	1854	- - ditto	211	0	26	2	14	2	465	576	90	iron, screw.
948	15,245	Mary Ann	ditto	„	1832	R. L. Wood	57	0	13	3	7	2	12	36	15	
949	28,264	Pacific	ditto	„	1860	C. H. and Arthur Wilson	203	8	27	2	16	5	575	688	80	iron, screw.
950	28,268	Hecla	ditto	„	„	W. W. F. Hay	84	0	17	3	9	2	19	76	36	
951	28,262	Rob Roy	ditto	1861	1847	George Pycock	72	9	15	0	8	2	37	58	28	
952	29,316	Albion	ditto	„	1861	C. H. and Arthur Wilson	242	2	29	0	17	0	772	966	120	iron, screw.
953	4,912	Fletcher's Despatch	ditto	„	1839	Henry Booker	67	4	15	7	8	4	15	55	28	
954	42,527	Oder	ditto	„	1861	C. H. and Arthur Wilson	200	0	27	5	15	0	556	694	100	iron, screw.
955	42,530	Octa	ditto	„	„	C. M. Norwood and others	186	7	27	2	14	5	464	568	70	iron, screw.
956	27,027	Harlequin	ditto	„	1854	C. M. Lofthouse and others	198	8	24	5	12	6	334	441	85	iron, screw.
957	7,642	George and Jane	ditto	1862	1833	Stephen Gray	62	5	12	0	5	8	15	30	14	
958	45,089	Flora	ditto	„	1862	Thomas Gray	62	5	12	0	5	8	15	30	14	
959	45,096	Jutland	ditto	„	1844	Bailey and Leatham	174	0	21	6	11	8	269	343	50	iron, screw.
960	45,106	Dido	ditto	„	1862	C. H. and Arthur Wilson	278	0	30	4	21	0	1,125	1,323	150	iron.
961	27,919	Cronstadt	ditto	1863	1859	T. J. Dobson	149	4	21	6	12	0	231	293	45	iron, screw.
962	28,378	Zaimis	ditto	„	1860	W. Rawson and another	155	7	22	6	9	8	180	265	45	iron, screw.
963	47,913	Joseph Somes	ditto	„	1863	W. Brown and others	198	5	28	0	16	0	646	770	90	iron, screw.
964	5,347	Queen of Scotland	ditto	„	1827	C. Mantle and others	166	0	26	0	16	0	421	583	150	
965	43,937	Albert	ditto	„	1856	G. Lawson	178	0	25	7	12	6	287	384	97	iron, screw.
966	22,830	Pacha	ditto	1864	1855	C. W. M. Liddell and another	190	4	26	2	14	6	536	630	60	iron, screw.
967	47,921	Ems	ditto	„	1857	C. H. Knapp	136	2	19	2	10	2	158	201	40	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
						Length.	Breadth.	Depth of Hull.	Exclusive of Engine Room.	Gross Tonnage.		
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
968	45,119	Princess Alexandra	Hull - 1864	1856	William Bailey and others	203 1	25 0	14 0	428	521	90	iron, screw.
969	47,935	Sappho	ditto - „	1864	Arthur Wilson and others	234 1	30 6	19 0	895	1,102	120	iron, screw.
970	47,940	Viceroy	ditto - „	1862	William Liddell and others	220 2	29 0	16 0	672	823	90	iron, screw.
971	48,511	Marshland	ditto - „	1863	A. W. H. Prym and another	166 3	22 5	11 1	260	327	50	iron, screw.
972	51,226	Norfolk	ditto - 1865	1865	William Bailey and another	241 5	31 0	20 2	1,064	1,259	110	iron, screw.
973	51,231	Fruiterer	ditto - „	„	Lobster and Salmon Fishing Company (Limited).	104 5	18 1	8 4	95	126	35	iron, screw.
974	6,910	Aberdeenshire	ditto - „	1855	William Rawson and another	136 3	20 4	12 0	150	220	50	iron, screw.
975	14,988	Sea Horse	ditto - „	1856	J. R. and C. L. Ringrose	198 5	26 4	13 5	335	493	120	iron, screw.
976	5,526	Albert	ditto - „	1855	- - ditto	176 0	21 4	10 8	260	322	60	iron, screw.
977	5,387	Helen M'Gregor	ditto - „	1843	Thomas Thompson and others	218 4	26 2	16 0	504	665	230	iron.
978	17,705	Swanland	ditto - „	1851	J. R. and C. L. Ringrose	206 5	25 8	13 3	381	560	100	iron, screw.
979	51,245	Hull	ditto - „	1865	William Brown and others	206 6	28 7	15 9	657	791	90	iron, screw.
980	21,746	Lightning	ditto - „	1858	R. G. Rainforth	82 5	17 0	9 1	12	71	35	iron, screw.
981	51,247	Czar	ditto - „	1857	William Rawson and another	199 3	26 5	12 2	483	585	80	iron, screw.
982	5,489	Artemis	ditto - „	1865	W. C. J. F. Good and others	179 7	27 8	14 6	472	558	90	iron, screw.
983	51,250	Apollo	ditto - „	„	C. H. and A. Wilson and another	251 6	32 1	20 5	1,124	1,336	150	iron, screw.
984	51,249	Ariel	ditto - „	„	James Leetham and others	168 6	23 1	12 8	292	377	45	iron, screw.
985	53,264	Nile	ditto - „	„	J. A. Dunkerley and others	211 9	29 5	16 2	725	868	90	iron, screw.
986	53,263	Calypso	ditto - „	„	C. H. and A. Wilson and another	251 6	32 1	20 5	1,124	1,336	150	iron, screw.
987	53,266	Milo	ditto - „	„	Arthur Wilson and others	212 0	29 2	16 2	638	794	98	iron, screw.
988	53,268	Neva	ditto - „	„	J. A. Dunkerley and others	212 1	29 1	16 2	725	868	90	iron, screw.
989	437	European	ditto - „	1851	J. R. and C. L. Ringrose	171 3	24 9	14 4	295	435	140	iron, screw.
990	53,276	Bravo	ditto - 1866	1866	Charles H. Wilson and others	212 0	29 2	16 2	640	795	98	iron, screw.
991	25,048	Despatch	ditto - „	1855	William H. H. Hutchinson	190 4	25 1	14 7	346	508	96	iron, screw.
992	25,137	Alster	ditto - „	1854	George W. M. Liddell and another	213 5	25 7	14 6	475	594	120	iron, screw.
993	5,364	Hawk	ditto - „	1855	John R. Ringrose and another	181 0	25 3	12 6	260	383	100	iron, screw.
994	53,283	Hero	ditto - „	1866	Charles H. Wilson and another	229 3	30 6	20 8	819	1,028	150	iron, screw.
995	50,369	Edith	ditto - „	1864	George Lawson	218 5	25 2	12 4	276	540	150	iron, screw.
996	53,292	Bride	ditto - „	1866	William Brown and others	210 6	30 1	15 9	761	887	90	iron, screw.
997	53,300	Vine	ditto - „	„	Edward Leetham and others	185 4	25 1	14 0	460	546	60	iron, screw.
998	56,222	Dagmar	ditto - „	„	William Winteringham and others	175 5	25 1	14 0	437	520	60	iron, screw.
999	4,736	Norfolk	ditto - „	1864	James Wells	150 5	21 4	9 7	148	234	120	iron.
1,000	47,919	Herald	ditto - „	1857	Louis Kühling and another	211 4	26 3	15 3	564	696	90	
1,001	56,229	Lion	ditto - „	1866	William Thompson	99 4	17 6	8 4	82	120	25	iron, screw.
1,002	47,631	Forest Queen	ditto - „	1863	William Rawson and another	171 4	24 7	12 0	289	369	80	iron, screw.
1,003	56,230	Columbine	ditto - „	1866	Richard Glover and others	195 9	28 1	16 2	499	733	90	iron, screw.
1,004	15,244	Peep o'Day Boy	ditto - „	1848	Henry Booker and another	64 1	14 8	6 8	15	44	20	
1,005	56,231	Tiger	ditto - „	1866	William Thompson	99 5	17 4	8 4	82	120	25	iron, screw.

1,006	10,550	Araxes	ditto	„	1855	Charles Henry Briggs and another	251	5	32	0	21	1	946	1,123	120	iron, screw.
1,007	48,519	Echo	ditto	„	1866	Charles H. Wilson and another	181	1	27	5	16	3	439	645	90	iron, screw.
1,008	10,181	Lass o'Gowrie	ditto	„	1855	Wilkinson Shearsmith	74	9	16	0	8	1	14	54	26	
1,009	21,290	Edward Hawkins	ditto	„	1858	Thomas Hodson and others	227	5	32	0	17	0	798	968	90	iron, screw.
1,010	5,318	Emerald Isle	ditto	1867	1835	Charles and William Earle	172	5	29	2	14	5	382	487	150	
1,011	56,260	Cato	ditto	„	1867	C. H. and Arthur Wilson	215	4	29	5	16	0	749	924	98	iron, screw.
1,012	26,261	Prospero	ditto	„	„	James Leetham and others	195	0	26	1	13	8	487	579	60	iron, screw.
1,013	56,267	Niobe	ditto	„	„	W. R. Garthorne and others	200	0	30	0	14	7	660	791	90	iron, screw.
1,014	56,268	Sultan	ditto	„	„	William and G. W. M. Liddell	216	9	31	4	14	8	723	855	120	iron, screw.
1,015	56,273	Otto	ditto	„	„	C. H. and Arthur Wilson	224	6	29	9	15	5	815	983	98	iron, screw.
1,016	5,348	Irwell	ditto	„	1854	J. R. and C. L. Ringrose	223	2	26	3	15	5	577	699	90	iron, screw.
1,017	56,277	Brownlow	ditto	„	1867	John Lumsden and others	231	8	32	4	16	4	883	1,086	130	iron, screw.
1,018	53,110	Onward	ditto	„	1865	John and R. P. Priest	218	8	29	3	16	3	624	783	98	iron, screw.
1,019	28,572	Hope	ditto	„	1860	Thomas Empson and another	68	5	14	5	7	0	15	41	20	
1,020	56,279	Nyanza	ditto	„	1867	J. A. Dunkerley and others	271	1	33	2	25	6	1,567	1,859	123	iron, screw.
1,021	58,089	Severn	ditto	„	„	W. C. J. F. Good and others	181	3	26	1	15	2	368	542	85	iron, screw.
1,022	60,116	Fido	ditto	1868	1868	Charles H. Wilson	217	8	29	5	16	8	741	935	95	iron, screw.
1,023	60,121	Gozo	ditto	„	„	Charles H. Wilson and another	217	8	29	5	6	8	783	986	95	iron, screw.
1,024	43,811	Panther	ditto	„	1861	John Lumsden and others	235	2	24	7	14	2	734	886	80	iron, screw.
1,025	60,123	Fairy	ditto	„	1868	Charles M. Lofthouse	195	2	26	4	15	3	487	635	90	iron, screw.
1,026	29,793	Baron Hambro	ditto	„	1861	Charles H. Wilson	209	0	25	2	14	5	437	574	70	iron, screw.
1,027	27,567	Cossack	ditto	„	1859	William Bailey and another	218	1	29	4	17	0	721	879	90	iron, screw.
1,028	60,134	Astarte	ditto	„	1868	William R. Garthorne and others	220	0	30	2	15	8	740	984	90	iron, screw.
1,029	60,133	Dione	ditto	„	„	Joseph Richardson and others	191	1	29	0	16	8	537	712	90	iron, screw.
1,030	49,629	Saida	ditto	„	„	William Bailey and another	240	6	32	7	17	0	988	1,352	200	iron, screw.
1,031	60,138	Empress	ditto	„	„	William Liddell and another	236	5	31	7	16	1	872	1,047	110	iron, screw.
1,032	1,472	Hayle	ditto	„	1854	William Bailey and others	260	0	30	3	20	3	846	1,143	196	iron, screw.
1,033	60,140	Miranda	ditto	„	1868	Edward Leetham and another	241	0	32	0	18	8	866	1,153	90	iron, screw.
1,034	12,705	Diana	ditto	„	1840	Edmond S. Humphrey and others	117	1	29	3	17	4	253	355	40	iron, screw.
1,035	60,141	Ganges	ditto	„	1868	John A. Dunkerley	267	5	33	4	25	6	1,542	1,899	150	iron, screw.
1,036	52,784	Lady Flora	ditto	„	1865	William Leetham and another	200	8	28	1	17	6	532	726	90	iron, screw.
1,037	60,143	Kestrel	ditto	„	1868	Christopher L. Ringrose and others	209	0	27	4	14	2	392	624	120	iron, screw.
1,038	60,144	Plato	ditto	„	„	Charles H. Wilson and others	231	0	29	1	19	2	815	1,013	95	iron, screw.
1,039	60,145	Tagus	ditto	„	„	John A. Dunkerley and others	267	7	33	4	25	6	1,547	1,908	150	iron, screw.
1,040	60,146	Ino	ditto	„	„	Charles H. Wilson and others	231	0	29	1	19	2	815	1,016	98	iron, screw.
1,041	47,933	Clio	ditto	„	1864	William Bailey and another	233	7	30	7	19	9	872	1,113	120	iron, screw.
1,042	30,591	Leal	ditto	„	1854	William Leetham	211	2	25	2	15	5	459	554	80	iron, screw.
1,043	20,553	*Atalanta	Ipswich	1854	1841	Alexander Tracey and others	104	4	14	3	6	8	50	72	34	iron.
1,044	18,294	*Prince	ditto	„	1852	- - ditto	100	8	13	3	7	1	48	72	36	
1,045	29,851	Queen of the Thames	ditto	1861	1861	Waterman's Steam Packet Company	158	0	19	0	8	2	100	143	80	
1,046	15,645	Metis	ditto	„	1857	Woolwich Steam Packet Company	141	0	16	3	6	8	59	94	40	
1,047	23,053	Petrel	ditto	1862	1853	Waterman's Steam Packet Company	152	0	16	0	7	7	82	118	50	iron.
1,048	44,870	Queen of the Orwell	ditto	„	1862	Woolwich Steam Packet Company	171	6	18	5	7	9	114	165	54	iron.
1,049	18,151	Lady Elizabeth	ditto	1863	1856	Waterman's Steam Packet Company	98	3	13	9	6	5	37	59	28	iron.
1,050	20,088	Queen of the Isles	ditto	„	1853	- - ditto	111	0	13	0	6	8	41	65	32	
1,051	45,802	Heron	ditto	„	1863	- - ditto	117	4	14	2	6	5	43	64	36	iron.
1,052	27,613	Queen	ditto	1867	1859	- - ditto	120	5	13	5	6	8	43	69	32	iron.
1,053	45,087	Speedwell	ditto	1868	1862	Henry Ward	104	4	16	4	8	0	81	98	25	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,054	18,218	*Sultan	Lancaster - 1854	1854	James Ramsden	68 3	13 6	8 0	19	52	24	
1,055	18,219	*Sir William Wallace	ditto „	„	- - ditto	27 5	14 4	8 7	23	45	28	
1,056	27,762	Myrtle	ditto - 1859	1859	W. E. Hutchinson	70 4	13 6	5 0	28	44	20	iron.
1,057	56,942	Queen of the Bay	ditto - 1867	1867	William Alcock	131 5	18 1	8 1	65	138	80	iron.
1,058	56,946	Dione	ditto - „	1865	James Ramsden	63 5	14 1	7 4	24	38	40	steel, screw.
1,059	56,949	Walney	ditto - 1868	1868	- - ditto	146 5	20 5	10 1	83	200	100	iron.
1,060	54,533	Duchess	ditto - „	1865	Wilson Barker	110 6	17 9	8 4	67	120	50	iron, screw.
1,061	16,174	*Manchester	Liverpool - 1826	1825	Alexander Caush	72 5 in.	16 6 in.	8 2 in.	13	–	24	
1,062	–	*Satellite	ditto - 1831	„	North Wales Steam Packet Company	74 8 in.	16 0	7 10 in.	57	–	70	
1,063	–	*Cleveland	ditto - 1836	1836	Liverpool Steam Ferry Company	86 4	18 1	7 9	43	95	50	
1,064	16,856	*William Fawcett	ditto - 1838	1829	Willoughby and Son	74 3	15 1	8 4	48	90	60	
1,065	–	*Thomas Royden	ditto - „	1837	Nichol, Lawson, & Co.	90 7	15 1	7 4	64	108	45	
1,066	7,061	*Tower	ditto - 1840	1836	Mersey and Irwell Navigation Company	81 6	16 1	8 5	47	97	50	
1,067	7,062	*Rival	ditto - 1841	1834	- - ditto	81 8	16 2	8 0	50	100	50	
1,068	–	*Eclipse	ditto - „	1826	Thomas M'Tear and another	104 0	16 9	10 8	98	174	–	
1,069	16,859	*Mersey	ditto - „	1841	Edward Willoughby and Son	87 5	16 4	7 9	74	107	45	
1,070	16,858	*Birkenhead	ditto - 1846	1846	- - ditto	100 7	17 1	10 0	62	132	–	
1,071	6,012	*James Atherton	ditto - „	„	Wallasey Local Board	116 0	16 3	7 6	67	108	60	
1,072	16,857	*Britannia	ditto - 1847	1847	Edward Willoughby and Son	111 6	17 0	8 5	81	124	50	
1,073	16,899	*Colchester	ditto - 1848	1840	Edward Forster	91 2	16 9	9 8	35	119	100	
1,074	10,582	*Powerful	ditto - 1849	1842	James Haddock	102 5	19 1	10 5	32	144	120	
1,075	–	*Bolivia	ditto - 1849	1849	Pacific Steam Navigation Company	197 5	26 0	15 0	509	773	–	iron.
1,076	16,176	*Duke of Sussex	ditto - 1850	1840	J. R. Murphy	82 0	15 8	8 8	31	92	40	
1,077	20,758	*Queen	ditto - „	1844	Birkenhead Improvement Commissioners	109 4	21 2	9 7	126	173	60	iron.
1,078	20,759	*Wirrall	ditto - „	1846	- - ditto	109 1	20 9	11 0	111	192	60	iron.
1,079	12,110	*Prince Albert	ditto - „	1849	Marquis of Titchfield	78 0	15 4	8 8	24	75	45	
1,080	4,241	*Zephyr	ditto - 1851	1832	W. H. Owen	113 5	17 3	10 7	104	177	90	
1,081	2,372	*Tartar	ditto - „	1849	Liverpool Steam Tug Company	113 9	20 2	11 3	113	244	110	
1,082	15,396	City of Manchester	ditto - „	1851	W. Inman and others	261 8	36 2	25 3	1,296	2,096	450	iron, screw.
1,083	1,677	*Frankfort	ditto - „	„	Thomas Harrison and others	190 0	26 6	16 8	414	657	100	iron, screw.
1,084	16,849	*Vernon	ditto - „	1849	E. and S. Willoughby	121 8	16 2	7 9	88	122	60	iron.
1,085	16,850	*Cato	ditto - „	„	- - ditto	109 7	17 9	8 4	86	127	60	iron.
1,086	26,044	*Samson	ditto - 1853	1848	Liverpool Steam Tug Company	114 7	21 0	10 5	72	185	100	iron.
1,087	15,046	*Tiger	ditto - „	1853	S. Chisholm and others	91 6	16 0	9 3	54	107	40	iron.
1,088	1,153	*Douro	ditto - „	„	O. T. Fallenstein	155 7	22 2	12 4	185	278	52	iron, screw.
1,089	7,014	*Invincible	ditto - „	1852	John Rigby	105 6	16 6	8 9	66	111	70	iron.
1,090	2,000	*Orontes	ditto - „	1851	Basilio Papayanni	188 5	26 8	17 0	538	748	140	iron, screw.
1,091	9,157	*Ottawa	ditto - 1854	1853	Peninsular and Oriental Company	238 8	29 2	23 8	815	1,275	200	iron, screw.
1,092	7,030	*Iron King	ditto - „	1854	H. J. Ward and others	123 0	18 3	10 8	79	172	100	iron.

1,093	1,058	Tamanlipas	ditto	„	1852	W. M. Moss	163	2	23	7	13	6	336	458	80	iron, screw.
1,094	24,930	*Pleiad	ditto	„	1854	Hayes and Hudson	104	6	20	4	8	8	71	117	40	iron, screw.
1,095	23,923	*Blarney	ditto	„	1846	W. D. Applebee and another	134	7	20	0	11	1	209	252	–	iron, screw.
1,096	24,085	*Thomas Wilson	ditto	„	1845	Wallasey Local Board	92	7	14	8	8	4	49	89	50	iron.
1,097	1,151	*Cintra	ditto	„	1854	Charles Colesworth and others	176	4	23	1	14	9	350	517	166	iron, screw.
1,098	–	*Conqueror	ditto	1855	1848	W. and J. Binns	73	6	14	7	8	8	21	66	–	iron.
1,099	25,967	Great Britain	ditto	„	1840	Liverpool and Australian Navigation Company	274	0	48	2	31	5	1,734	3,509	500	iron, screw.
1,100	14,550	*City of Baltimore	ditto	„	1855	William Inman and others	325	4	38	1	25	8	1,774	2,368	500	iron, screw.
1,101	24,277	Hawk	ditto	„	„	Louis Twysden	84	8	17	0	8	0	118	142	15	iron, screw.
1,102	25,775	Neptune	ditto	„	1853	Charles M'Iver	71	1	9	4	4	2	13	18	10	iron, screw.
1,103	25,315	Universe	ditto	„	1855	Peter Maddox and others	135	3	23	4	11	2	143	311	120	iron.
1,104	19,715	Albanian	ditto	„	„	J. J. Bibby and others	237	9	30	2	19	8	703	1,034	180	iron, screw.
1,105	22,838	Thessalia	ditto	„	„	G. M. Papayanni and others	257	0	30	8	20	1	795	1,169	200	iron, screw.
1,106	26,081	Enterprise	ditto	„	„	Peter Maddox and others	136	0	23	1	11	4	150	319	120	iron.
1,107	1,758	Arcadia	ditto	„	„	G. M. Papayanni and others	234	6	31	1	20	5	741	1,089	150	iron, screw.
1,108	22,933	City of Washington	ditto	„	„	William Inman and others	319	0	40	1	19	2	1,619	2,381	460	iron, screw.
1,109	2,374	Lioness	ditto	„	1836	G. K. Dixon and others	90	8	18	4	7	9	58	93	50	iron.
1,110	10,470	Milan	ditto	„	1855	J. J. Bibby and others	240	2	31	2	19	5	736	1,083	210	iron, screw.
1,111	24,265	Star	ditto	1856	1845	E. G. and S. Willoughby	94	1	16	2	7	6	43	67	140	iron.
1,112	10,551	United States	ditto	„	1855	United Steam Tug Company	137	1	23	1	11	4	75	235	130	iron.
1,113	10,498	Cleator	ditto	„	1854	Alfred Holt and others	160	4	22	9	13	1	269	342	50	iron, screw.
1,114	13,588	Braganza	ditto	„	1856	J. J. Bibby and others	180	7	25	2	15	0	400	507	80	iron, screw.
1,115	15,048	Laconia	ditto	„	„	G. M. Papayanni and others	256	5	31	1	20	0	783	1,151	200	iron, screw.
1,116	15,052	Fire King	ditto	„	„	H. J. Ward	105	6	18	8	10	4	76	121	60	iron.
1,117	15,369	Inca	ditto	„	„	Pacific Steam Navigation Company	180	7	20	8	10	8	230	290	80	iron.
1,118	7,855	Comet	ditto	„	1854	W. and E. Forster	137	0	18	9	9	0	93	148	80	
1,119	15,377	Fury	ditto	„	1856	Liverpool Steam Tug Company	131	7	20	8	10	2	127	200	100	iron.
1,120	6,381	Toward Castle	ditto	„	1854	E. Prendeville and others	106	2	15	5	7	6	50	79	50	iron.
1,121	16,166	Blazer	ditto	„	1856	Liverpool Steam Tug Company	150	4	23	1	13	1	212	337	180	iron.
1,122	16,167	Conqueror	ditto	„	„	S. Poe and another	90	8	16	7	9	1	51	82	60	
1,123	16,188	Rhone	ditto	„	„	J. J. Bibby and others	257	2	34	6	22	5	943	1,387	180	iron, screw.
1,124	15,197	Albion	ditto	„	1834	J. L. Lloyd	115	5	16	3	10	3	78	124	60	
1,125	16,882	Danube	ditto	„	1856	J. J. Bibby and others	257	3	34	6	22	5	942	1,386	180	iron, screw.
1,126	17,783	Valparaiso	ditto	„	„	Pacific Steam Navigation Company	234	1	29	1	14	4	839	1,060	320	iron.
1,127	11,570	Despatch	ditto	1857	„	Liverpool Steam Tug Company	129	0	20	2	10	0	114	181	80	iron.
1,128	12,199	Gipsy	ditto	„	1857	W. D. Applebee and others	62	6	12	0	4	0	23	33	10	iron, screw.
1,129	19,571	Bridgwater	ditto	„	„	Algernon Egerton	109	2	20	1	8	1	79	126	70	iron.
1,130	2,139	Paragon	ditto	„	1852	J. P. Allen	78	0	16	2	8	5	37	59	30	
1,131	19,969	James Kennedy	ditto	„	1857	John Bacon and others	175	0	27	5	17	2	364	535	70	iron, screw.
1,132	20,132	Crimean	ditto	„	„	J. J. Bibby and others	261	7	36	0	22	0	1,002	1,473	252	iron, screw.
1,133	20,281	Sailor King	ditto	„	„	H. J. Ward and others	105	2	19	0	10	0	57	118	60	iron.
1,134	20,453	Retriever	ditto	„	„	New Steam Tug Company	158	8	23	0	12	0	54	300	140	iron.
1,135	2,371	Victoria	ditto	„	1837	W. and T. Joliffe	114	3	21	4	10	9	118	193	100	
1,136	20,460	Agia Sofia	ditto	„	1857	G. M. Papayanni and others	259	0	34	0	22	0	977	1,437	200	iron, screw.
1,137	20,536	Storm King	ditto	„	„	H. J. Ward and others	137	0	21	0	11	1	100	199	100	iron.
1,138	20,541	Rescue	ditto	„	„	Liverpool Steam Tug Company	139	6	20	3	10	0	127	202	100	iron.
1,139	20,774	Earl of Ellesmere	ditto	1858	„	Algernon Egerton	109	9	20	0	8	0	72	114	60	iron.
1,140	21,054	United Kingdom	ditto	„	„	United Steam Tug Company	141	8	24	1	12	2	130	281	150	iron.
1,141	21,061	Brother Jonathan	ditto	„	„	- - ditto	140	8	24	2	12	6	178	283	150	iron.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	——
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,142	21,488	Wasp	Liverpool- 1858	1858	W. Jolliffe	131 9	19 0	8 5	82	130	70	iron.
1,143	21,492	Firefly	ditto „	„	G. E. Dering	74 0	10 8	5 0	16	24	20	iron, screw.
1,144	25,076	Albion	ditto „	„	Lord Otho A. Fitzgerald	112 1	17 1	8 0	38	74	50	iron, screw.
1,145	6,040	Mary Agnes	ditto „	1848	W. and T. Jolliffe	93 0	17 7	8 8	51	81	40	
1,146	26,169	Callao	ditto „	1858	Pacific Steam Navigation Company	235 0	29 0	14 5	841	1,062	320	iron.
1,147	1,608	Kangaroo	ditto - 1859	1853	William Inman and others	257 2	36 2	19 9	1,196	1,719	300	iron, screw.
1,148	27,649	Kong Brage	ditto „	1859	H. M. Lawrence	102 5	17 1	7 7	53	84	40	iron.
1,149	17,590	Ionia	ditto „	1856	J. J. Bibby and others	244 4	32 1	25 9	944	1,388	210	iron, screw.
1,150	20,451	Cairo	ditto „	1857	- - ditto	256 2	35 0	22 0	996	1,465	210	iron, screw.
1,151	27,655	Delta	ditto „	1859	W. F. M'Gregor	121 0	14 6	7 9	62	98	40	iron.
1,152	27,441	Bogota	ditto „	1852	William Inman and others	258 1	30 0	17 5	1,160	1,461	320	iron.
1,153	27,936	Venetian	ditto „	1859	J. J. Bibby and another	270 5	33 7	22 8	1,025	1,508	225	iron, screw.
1,154	28,171	Bird of the Harbour	ditto „	„	W. F. M'Gregor	100 0	21 9	9 3	83	132	90	iron.
1,155	28,178	Sicilian	ditto - 1860	„	J. J. Bibby and others	270 5	33 7	22 8	1,014	1,492	250	iron, screw.
1,156	22,567	Nile	ditto „	1853	T. and W. Jolliffe	82 6	17 0	9 0	44	70	35	iron, screw.
1,157	28,182	Brackley	ditto „	1859	Algernon Egerton	116 0	17 6	7 6	77	122	50	iron.
1,158	28,184	San Carlos	ditto „	1860	Pacific Steam Navigation Company	199 8	30 2	18 6	444	652	270	iron, screw.
1,159	28,195	Guayaquil	ditto „	„	- - ditto	208 7	30 2	18 7	449	661	250	iron, screw.
1,160	18,781	Atlantic	ditto „	1857	W. M. Moss and others	254 0	30 0	24 1	1,112	1,309	150	iron, screw.
1,161	28,606	Syrian	ditto „	1860	J. J. Bibby and others	270 5	33 7	22 8	1,015	1,492	250	iron, screw.
1,162	28,612	King Eyo Honesty 2nd	ditto „	„	West Africa Company (Limited)	103 0	14 0	7 7	52	73	30	iron.
1,163	28,621	Emperor	ditto „	„	Fullarton, Henderson, and others	133 7	22 1	10 9	106	208	90	iron.
1,164	28,630	Colonist	ditto „	„	John Jones and another	153 6	22 5	12 9	236	347	60	iron, screw.
1,165	10,098	Great Conquest	ditto „	1857	W. R. Chisholm and another	98 0	18 4	10 4	26	110	60	
1,166	28,635	Helen	ditto „	1860	Algernon Egerton	140 0	20 0	8 3	39	154	100	iron.
1,167	28,638	Morro	ditto „	„	Pacific Steam Navigation Company	119 6	20 1	7 9	68	132	50	steel.
1,168	6,909	Victory	ditto „	1844	Charles Johnson	93 4	16 0	9 0	56	89	40	iron, screw.
1,169	17,842	Lion	ditto „	1856	Stephenson Chisholm and others	116 3	20 0	11 3	87	163	80	iron.
1,170	17,193	Berlin	ditto „	1857	General Steam Navigation Company	226 5	28 0	- -	487	740	420	iron.
1,171	29,158	Espigador	ditto „	1860	T. B. Gibbons	119 0	18 7	7 0	93	114	30	iron, screw.
1,172	29,159	Cognac	ditto „	„	James Harrison and others	170 0	25 1	16 4	376	490	70	iron, screw.
1,173	29,611	Hercules	ditto - 1861	1861	Cruse and Downham	112 6	19 6	10 2	73	152	70	iron.
1,174	29,615	Rover	ditto „	„	Gavin Poe	115 6	19 6	10 2	76	156	70	iron.
1,175	29,620	Grecian	ditto „	„	J. J. Bibby and others	310 0	34 0	24 0	1,555	1,854	400	iron, screw.
1,176	1,989	Tiber	ditto „	1851	- - ditto	274 0	29 3	19 4	950	1,157	250	iron, screw.
1,177	29,640	Speedwell	ditto „	1861	John Prendeville and others	121 0	18 3	8 7	63	131	64	iron.
1,178	29,647	Memnon	ditto „	„	William Rathbone, jun., and others	253 6	32 6	23 0	823	1,209	150	iron, screw.
1,179	29,648	Italian	ditto „	„	J. J. Bibby and others	310 0	34 0	24 0	1,560	1,859	250	iron, screw.
1,180	42,594	Eastham Fairy	ditto „	„	H. M. Lawrence	125 0	19 2	7 7	79	115	60	iron.

1,181	43,552	Secretary	ditto	„	1847	C. and J. Cochran	93	1	17	0	9	1	37	100	56	
1,182	42,607	Swiftsure	ditto	„	1861	Henry Gough	125	0	19	2	7	7	79	115	60	iron.
1,183	42,608	Bermuda	ditto	„	„	Edwin Haigh	216	2	29	0	20	4	717	897	135	iron, screw.
1,184	42,637	Island Queen	ditto	„	„	F. R. Gamwell	141	5	23	1	11	2	120	255	110	iron.
1,185	10,565	Etna	ditto	„	1855	William Inman and others	308	6	37	4	19	0	1,564	2,190	450	iron, screw.
1,186	42,648	Egyptian	ditto	„	1861	J. J. Bibby and others	335	0	34	2	24	0	1,689	1,986	260	iron, screw.
1,187	44,148	Slasher	ditto	„	„	Liverpool Steam Tug Company	133	3	21	2	11	0	109	196	90	iron.
1,188	44,159	Colonia	ditto	„	„	H. M. Lawrence and another	99	6	15	0	7	3	52	80	30	iron, screw.
1,189	44,170	Peru	ditto	„	„	Pacific Steam Navigation Company	260	4	32	1	15	2	904	1,307	360	iron.
1,190	44,179	Cruizer	ditto	1862	„	Liverpool Steam Tug Company	156	4	25	0	12	8	195	364	180	iron.
1,191	44,198	Dalmatian	ditto	„	1862	J. J. Bibby and others	335	0	34	2	24	0	1,693	1,989	400	iron, screw.
1,192	44,637	Pioneer	ditto	„	„	William Jackson	41	4	6	2	3	0	1	5	8	iron, experimental.
1,193	44,639	Talca	ditto	„	„	Pacific Steam Navigation Company	194	1	30	0	16	0	469	708	260	iron.
1,194	19,875	Flying Childers	ditto	„	1857	Stephenson Chisholm, jun., and others	86	0	17	0	9	9	12	81	40	
1,195	16,159	Robert Ingham	ditto	„	1856	W. and T. Jolliffe	87	7	18	1	9	5	13	84	43	
1,196	29,103	Alabama	ditto	„	1860	James Laing and another	267	2	37	0	21	0	1,432	1,712	250	iron, screw.
1,197	43,557	Hero	ditto	„	1846	J. G. Mowle and others	78	3	16	8	8	4	29	74	40	
1,198	44,668	Arabian	ditto	„	1862	J. J. Bibby and others	335	0	34	2	24	1	1,695	1,995	260	iron, screw.
1,199	44,669	Castilian	ditto	„	„	- - ditto	240	0	24	0	15	5	481	607	200	iron, screw.
1,200	4,968	Jupiter	ditto	„	1837	James Carmichael	88	3	16	5	10	2	69	121	–	
1,201	29,845	Prince of Wales	ditto	„	1858	Edward Bates	160	2	17	6	7	5	67	142	100	iron.
1,202	44,699	May Flower	ditto	„	1862	Wallasey Local Board	135	6	20	0	8	1	132	182	70	iron.
1,203	27,493	Newport	ditto	„	1853	J. C. Smith and another	128	1	23	2	8	9	56	136	70	
1,204	44,710	Water Lily	ditto	„	1862	Wallasey Local Board	140	9	22	1	8	4	153	220	80	iron.
1,205	44,711	Royal Arch	ditto	„	„	John Prendeville and others	121	2	19	8	10	8	77	169	70	iron.
1,206	45,373	Phœnix	ditto	„	„	New Steam Tug Company	126	6	19	0	10	0	111	178	80	iron.
1,207	45,375	Reliance	ditto	„	„	- - ditto	126	8	19	7	10	1	110	180	80	iron.
1,208	45,383	Wild Rose	ditto	„	„	Wallasey Local Board	105	4	18	2	9	3	107	155	60	iron.
1,209	3,712	Voltigeur	ditto	„	1851	William Barratt and another	76	6	16	8	9	0	15	78	–	
1,210	45,413	Isis	ditto	„	1862	W. M. Moss and others	302	5	33	0	25	6	1,436	1,725	250	iron, screw.
1,211	45,419	Esmeralda	ditto	„	„	T. B. Gibbons	122	0	20	0	8	6	166	191	40	iron.
1,212	3,159	Dolphin	ditto	„	1844	W. J. Grazebrook	170	2	21	2	10	5	130	238	100	
1,213	45,432	Rattler	ditto	1863	1862	Liverpool Steam Tug Company	139	2	24	3	12	0	93	244	120	iron.
1,214	44,803	Richmond	ditto	„	1850	Henry Gough	142	2	17	1	7	0	69	109	60	iron.
1,215	45,864	City of Cork	ditto	„	1863	W. Inman and others	265	0	33	3	25	0	1,082	1,547	200	iron, screw.
1,216	15,991	Nicholai 1st	ditto	„	1839	W. J. Grazebrook	186	7	29	5	17	3	415	659	250	iron.
1,217	45,892	Sirius	ditto	„	1859	A. B. Forwood	231	5	26	2	13	0	458	659	250	iron.
1,218	45,894	Lotus	ditto	„	1863	W. M. Moss and others	207	8	24	0	15	7	476	589	70	iron, screw.
1,219	25,658	St. Patrick	ditto	„	1854	B. Allan and others	231	5	33	2	20	6	880	1,102	250	iron, screw.
1,220	22,938	City of Limerick	ditto	„	1855	W. Inman	280	8	34	2	23	7	1,151	1,530	256	iron, screw.
1,221	25,221	Marley Hill	ditto	„	1854	F. H. Powell and others	167	8	26	5	14	0	314	462	70	iron, screw.
1,222	45,919	Cecile	ditto	„	1863	W. M. Moss and others	207	4	24	2	15	7	457	563	80	iron, screw.
1,223	45,921	Kepler	ditto	„	„	The Liverpool and Brazil and River Plate Steam Navigation Company (Limited).	272	2	32	0	22	9	1,020	1,500	180	iron, screw
1,224	45,924	Liverpool	ditto	„	1855	Birkenhead Improvement Commissioners	124	5	22	0	9	1	99	157	40	iron.
1,225	45,944	Persian	ditto	„	1863	J. J. Bibby and others	361	8	34	0	24	3	1,770	2,075	300	iron, screw.
1,226	47,452	Peruano	ditto	„	1860	Pacific Steam Navigation Company	181	5	29	5	11	5	404	629	250	
1,227	47,465	Great Victoria	ditto	„	1854	Merchants' Trading Company	286	1	39	4	22	9	1,808	2,398	150	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,228	47,497	Varina	Liverpool 1863	1863	Sir R. M. S. Stewart, Bart.	105 1	15 0	8 0	41	69	39	iron, screw.
1,229	45,610	Quickstep	ditto „	„	S. Chisholm and another	90 4	17 6	9 4	24	86	45	
1,230	47,555	Chile	ditto „	„	Pacific Steam Navigation Company	274 9	36 0	15 1	1,174	1,672	400	iron.
1,231	47,600	Pennsylvania	ditto „	„	National Steam Navigation Company	341 0	41 1	20 0	2,389	2,890	300	iron, screw.
1,232	3,062	Albion	ditto „	1844	George Gilbert	151 0	22 1	10 4	137	259	150	iron.
1,233	47,614	Dagmar	ditto „	1863	A. F. Egerton	130 0	21 0	8 4	95	183	95	iron.
1,234	44,932	Talbot	ditto „	1861	William Griffiths and another	93 5	19 7	11 5	62	142	70	iron.
1,235	4,615	Helena	ditto „	1854	John Meek	137 8	17 9	10 7	128	189	30	iron, screw.
1,236	29,152	Talisman	ditto 1864	1860	West India and Pacific Steam Navigation Company (Limited).	212 6	28 1	16 9	581	738	80	iron, screw.
1,237	48,751	Maggie Lauder	ditto „	1863	John Hodgetown and another	90 4	20 7	9 5	69	130	60	iron, screw.
1,238	26,114	Osiris	ditto „	1855	N. D. Spartali	245 2	28 9	14 8	917	1,167	150	iron, screw.
1,239	45,170	Virginia	ditto „	„	National Steam Navigation Company (Limited)	341 8	41 2	20 4	2,418	2,888	350	iron, screw.
1,240	48,762	Nun	ditto „	1840	Birkenhead Improvement Commissioners	101 1	20 2	- -	127	177	70	iron.
1,241	48,763	Cheshire	ditto „	1863	- - ditto	150 0	30 0	11 0	293	421	100	iron.
1,242	48,764	Prince	ditto „	1844	- - ditto	106 2	22 0	- -	139	182	60	iron.
1,243	48,765	Lord Morpeth	ditto „	1847	- - ditto	116 6	22 1	- -	117	193	70	iron.
1,244	48,775	Experiment	ditto „	1864	H E. Falks	78 8	17 9	7 4	72	87	16	iron, screw.
1,245	48,783	Tristram Shandy	ditto „	„	M. J. Wilson	222 5	23 1	9 6	211	345	160	iron.
1,246	2,306	Willing Mind	ditto „	1855	Thomas Street and others	84 5	17 5	9 5	52	82	45	
1,247	48,225	Lynx	ditto „	1864	Richard Wright	219 7	24 1	11 5	233	372	150	steel.
1,248	7,476	Belgian	ditto „	1855	Edward Bates	298 0	38 6	- -	1,310	2,067	375	iron, screw.
1,249	45,378	Louisiana	ditto „	1862	National Steam Navigation Company (Limited)	307 2	39 9	25 7	1,473	2,167	300	iron, screw.
1,250	49,857	Rosetta	ditto „	1864	W. M. Moss and others	214 0	28 9	14 3	661	972	120	iron, screw.
1,251	27,354	Flying Childers	ditto „	1859	John Seed	78 4	15 7	8 7	17	60	50	
1,252	18,471	Wonder	ditto „	1857	Thomas Shaw and others	112 6	18 9	10 2	23	127	60	iron.
1,253	14,554	Robert Bruce	ditto „	1852	W. Handley and others	91 8	18 8	8 2	42	83	45	
1,254	49,887	Tiger	ditto „	1864	W. Jolliffe and others	122 0	20 4	10 8	89	170	75	iron.
1,255	49,894	Galileo	ditto „	„	The Liverpool, Brazil, and River Plate Steam Navigation Company (Limited).	276 0	33 1	23 1	1,037	1,525	150	iron, screw.
1,256	50,252	Adventurer	ditto „	1852	H. C. Bagot	59 8	12 9	7 2	25	40	20	iron, screw.
1,257	45,868	Georgia	ditto „	1863	Edward Bates	219 0	27 2	14 7	427	648	200	iron, screw.
1,258	44,186	Columbus	ditto „	1853	R. W. Preston	113 3	20 3	- -	107	156	75	iron.
1,259	50,263	Mary	ditto „	1863	C. K. Prioleau	125 6	22 0	9 4	124	194	60	screw.
1,260	50,266	Relief	ditto „	„	New Steam Tug Company (Limited)	89 2	17 5	9 2	44	104	60	iron.
1,261	50,270	Great Emperor	ditto „	1864	W. Jolliffe and another	143 7	23 1	11 8	109	252	110	iron.
1,262	50,271	Sea King	ditto „	„	H. J. Ward	133 3	19 9	11 2	88	191	96	iron.
1,263	50,274	Erin	ditto „	„	National Steam Navigation Company (Limited)	370 4	41 1	20 3	2,807	3,319	350	iron, screw.
1,264	27,881	Sea Queen	ditto „	1859	G. F. Seymour and another	233 6	26 4	12 9	677	836	120	iron, screw.

1,265	48,807	City of Dublin -	ditto	-	„	1864	William Inman - - - - - -	318	0	36	3	25	9	1,549	1,999	250	iron, screw.
1,266	50,289	Mula - - -	ditto	-	„	„	Bombay and Bengal Steam Ship Company (Limited).	209	6	27	7	16	1	548	690	110	iron, screw.
1,267	50,461	Sylph - - -	ditto	-	„	„	Henry Gough - - - - - - -	126	7	16	5	7	7	77	140	35	iron.
1,268	50,462	Sprite - - -	ditto	-	„	„	- - ditto - - - - - -	126	7	16	5	7	7	77	110	35	iron.
1,269	8,293	Triumph - - -	ditto	-	„	1856	W. Jolliffe and another - - - -	89	8	16	9	9	0	19	81	80	—
1,270	47,599	Mexican - - -	ditto	-	„	1863	West India and Pacific Steam Ship Company (Limited).	238	2	32	2	16	9	1,038	1,280	140	iron, screw.
1,271	29,018	Gladiator - -	ditto	-	„	1860	T. Harrison and others - - - -	192	8	27	8	15	7	467	592	80	iron, screw.
1,272	50,484	Payta - - -	ditto	-	„	1864	Pacific Steam Navigation Company - -	263	7	38	4	14	9	997	1,344	400	iron.
1,273	50,485	Propontis - -	ditto	-	„	„	W. H. Dixon - - - - - - -	318	4	36	3	25	9	1,416	2,083	256	iron, screw.
1,274	2,535	Northumberland -	ditto	-	„	1853	F. H. Powell - - - - - - -	164	0	26	1	15	2	363	446	70	iron, screw.
1,275	2,368	Warrior - - -	ditto	-	„	1846	Edward Griffith and others - - -	107	6	19	7	10	1	72	142	80	iron.
1,276	51,002	Chilian - - -	ditto	-	„	1864	West India and Pacific Steam Ship Company (Limited).	214	5	30	3	18	0	1,010	1,341	200	iron, screw.
1,277	48,507	Success - - -	ditto	-	„	„	Hugh Leach and others - - - -	91	0	17	9	9	2	28	94	50	iron.
1,278	51,151	Koinâ - - -	ditto	-	„	„	Bombay and Bengal Steam Ship Company (Limited).	230	1	30	2	17	5	707	897	120	iron, screw.
1,279	16,854	Saladin - - -	ditto	-	„	1856	The Liverpool, Brazil, and River Plate Steam Navigation Company (Limited).	183	9	24	3	14	3	347	510	60	iron, screw.
1,280	4,656	Luxor - - -	ditto	-	„	1853	W. M. Moss and others - - - -	280	8	30	2	22	1	1,212	1,420	120	iron, screw.
1,281	51,021	Newton - - -	ditto	-	„	„	The Liverpool, Brazil, and River Plate Steam Navigation Company (Limited).	249	5	31	3	19	9	748	1,074	80	iron, screw.
1,282	28,103	Rose Diamond -	ditto	-	„	1860	C. E. Dixon - - - - - - -	76	1	10	4	6	5	6	30	20	iron, screw.
1,283	51,036	Lark - - -	ditto	-	„	1864	Merchants' Trading Company - - -	210	8	23	1	10	4	267	389	140	steel.
1,284	17,488	Surprise - - -	ditto	-	„	1852	Richard Greech - - - - -	115	1	18	1	9	8	32	111	80	—
1,285	51,056	Wren - - -	ditto	-	„	1864	John Laird, Jun. - - - - -	211	1	23	2	10	4	267	389	120	steel.
1,286	51,401	Helvetia - - -	ditto	-	„	„	National Steam Navigation Company - -	371	5	41	2	20	3	2,805	3,319	350	iron, screw.
1,287	21,406	Douro - - -	ditto	-	1865	„	J. J. Bibby and others - - - -	195	8	27	1	15	6	402	529	70	iron, screw.
1,288	51,410	Resolute - - -	ditto	-	„	„	New Steam Tug Company (Limited) - -	145	0	22	4	11	9	122	271	120	iron.
1,289	51,415	Gunga - - -	ditto	-	„	1865	W. M. Moss and others - - - -	257	6	32	2	20	1	891	1,201	150	iron, screw.
1,290	51,420	Olinda - - -	ditto	-	„	„	Thomas Harrison and others - - -	207	5	25	2	16	8	516	632	80	iron, screw.
1,291	51,421	City of Boston -	ditto	-	„	„	William Inman and others - - -	312	7	39	1	18	1	1,650	2,213	360	iron, screw.
1,292	51,425	Dart - - -	ditto	-	„	1859	Alexander Caush - - - - -	59	3	8	0	-	-	9	17	12	iron, screw.
1,293	51,430	Improvement - -	ditto	-	„	1865	H. E. Falk - - - - - -	80	9	19	1	7	9	81	103	22	iron, screw.
1,294	51,431	Development - -	ditto	-	„	„	- - ditto - - - - - -	79	8	18	8	8	0	79	101	22	iron, screw.
1,295	51,457	Knight Templar -	ditto	-	„	1864	John Prendeville and others - - -	129	4	21	5	11	1	55	206	100	iron.
1,296	49,650	Tyne Queen - -	ditto	-	„	1865	John Minto and another - - - -	195	0	29	1	16	9	540	699	120	iron, screw.
1,297	51,463	Jane Bacon - -	ditto	-	„	„	John Bacon and others - - - -	170	0	26	5	14	0	343	505	70	iron, screw.
1,298	51,465	Pacific - - -	ditto	-	„	„	Pacific Steam Navigation Company - -	267	4	40	2	17	0	1,174	1,631	450	iron.
1,299	22,827	Bee - - -	ditto	-	„	1855	Rock Ferry Company (Limited) - -	122	6	18	1	7	4	65	104	60	iron.
1,300	22,818	Ant - - -	ditto	-	„	„	- - ditto - - - - - -	122	4	18	1	7	5	65	102	60	iron.
1,301	51,471	Ptolemy - - -	ditto	-	„	1865	The Liverpool, Brazil, and River Plate Steam Navigation Company (Limited).	257	2	31	2	19	7	758	1,115	80	iron, screw.
1,302	27,641	Plantagenet - -	ditto	-	„	1859	West India and Pacific Steam Ship Company (Limited).	202	4	27	2	16	4	472	695	70	iron, screw.
1,303	47,460	St. Thomas - -	ditto	-	„	1863	- - ditto - - - - - -	226	0	31	2	17	4	998	1,246	150	iron, screw.
1,304	51,476	City of New York -	ditto	-	„	1865	William Inman - - - - - -	294	8	39	3	18	4	1,474	2,034	350	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,305	45,873	Darien - - -	Liverpool 1865	1863	West India and Pacific Steam Ship Company (Limited).	204 5	31 6	16 8	907	1,172	130	iron, screw.
1,306	51,492	Amazon - - -	ditto - „	1865	Thomas Harrison and others - - -	200 0	28 5	15 6	528	673	90	iron, screw.
1,307	47,494	Bolivar - - -	ditto - „	1863	West India and Pacific Steam Ship Company (Limited).	240 0	32 5	19 7	963	1,180	160	iron, screw.
1,308	51,494	Lancashire - -	ditto - „	1865	Birkenhead Improvement Commissioners -	150 0	30 1	- -	106	389	120	iron.
1,309	51,488	Woodside - -	ditto - „	„	- - ditto - - - - - -	150 6	32 2	10 9	159	373	120	iron.
1,310	51,495	Limena - - -	ditto - „	„	Pacific Steam Navigation Company - -	267 2	40 2	17 6	1,162	1,622	400	iron.
1,311	51,497	Kirkless - - -	ditto - „	„	Wigan Coal and Iron Company - - -	150 3	24 0	12 6	305	375	60	iron, screw.
1,312	51,424	Cuban - - -	ditto - „	„	West India and Pacific Steam Ship Company (Limited).	248 7	31 7	19 8	908	1,334	120	iron, screw.
1,313	29,895	Her Majesty - -	ditto - „	„	W. R. Chisholm and another - - -	92 5	18 4	9 5	31	94	39	
1,314	29,896	Thebes - - -	ditto - „	„	W. M. Moss and others - - - -	321 5	34 8	25 5	1,668	2,068	180	iron, screw.
1,315	29,897	Royal Saxon - -	ditto - „	„	R. H. Brown and others - - - -	121 5	20 1	10 4	73	157	92	iron.
1,316	29,899	Krishna - - -	ditto - „	„	W. M. Moss and others - - - -	260 0	34 3	21 0	967	1,355	250	iron, screw.
1,317	44,664	Crusader - -	ditto - „	1862	West India and Pacific Steam Ship Company (Limited).	231 3	30 9	18 7	725	901	100	iron, screw.
1,318	29,914	Santiago - - -	ditto - „	1865	Pacific Steam Navigation Company (Limited).	267 0	40 2	17 6	1,161	1,619	400	iron.
1,319	29,920	The Queen - -	ditto - „	„	National Steam Navigation Company (Limited).	381 1	42 4	21 2	2,392	3,517	400	iron, screw.
1,320	29,923	Wren - - -	ditto - „	1862	T. G. Gibson - - - - - - -	50 6	13 5	6 4	10	18	20	screw.
1,321	29,928	Nerbudda - -	ditto - „	1865	Bombay and Bengal Steam Ship Company (Limited).	260 0	34 3	21 0	969	1,357	250	iron, screw.
1,322	29,933	Royal Alfred - -	ditto - „	„	E. Crewdson and others - - - -	127 6	20 0	11 4	82	180	98	iron.
1,323	29,936	American - -	ditto - „	„	West India and Pacific Steam Ship Company (Limited).	274 9	34 5	22 3	1,286	1,831	200	iron, screw.
1,324	29,937	Midland - - -	ditto - „	„	Richard Jones - - - - - -	274 1	33 1	15 7	906	1,622	300	steel.
1,325	29,938	Great Northern -	ditto - „	„	- - ditto - - - - - -	274 0	33 1	15 7	905	1,622	300	steel.
1,326	29,940	Columbus - -	ditto - „	„	Henry Cruse and others - - - -	134 2	20 4	10 6	103	194	100	iron.
1,327	29,942	Plover - - -	ditto - „	„	Richard Phillips - - - - -	224 3	24 0	11 4	155	410	160	steel.
1,328	29,943	Curlew - - -	ditto - „	„	- - ditto - - - - - -	224 3	24 0	11 4	155	409	160	steel.
1,329	29,946	Sesostris - - -	ditto - „	„	W. M. Moss and others - - - -	322 8	34 7	25 5	1,608	1,966	200	iron, screw.
1,330	29,949	Heather Bell - -	ditto - „	„	Wallasey Local Board - - - -	159 8	21 2	9 0	132	205	80	iron.
1,331	29,950	Californian - -	ditto - „	„	West India and Pacific Steam Ship Company (Limited).	274 9	34 5	22 3	1,287	1,832	200	iron, screw.
1,332	29,958	Delaware - -	ditto - „	„	C. E. and Alfred Dixon - - - -	321 4	36 1	26 0	1,676	2,121	280	iron, screw.
1,333	29,960	City of Durham -	ditto - „	„	William Inman - - - - - -	201 1	28 8	16 6	538	697	120	iron, screw.

1,334	29,965	West Indian	-	-	ditto	-	„	„	West India and Pacific Steam Ship Company (Limited).	278	2	34	2	21	9	1,278	1,805	200	iron, screw.
1,335	29,968	Halley	-	-	ditto	-	„	„	Liverpool, Brazil, and River Plate Steam Navigation Company (Limited).	267	8	32	1	21	0	995	1,347	120	iron, screw.
1,336	29,973	Camel	-	-	ditto	-	„	„	Andrew Wyllie - - - - - -	120	8	22	1	9	0	125	188	90	iron.
1,337	29,980	Venezuelan	-	-	ditto	-	„	„	West India and Pacific Steam Navigation Company (Limited).	259	5	32	1	21	5	1,348	1,682	160	iron, screw.
1,338	29,981	Gipsey Queen	-	-	ditto	-	„	„	Rock Ferry Company (Limited) - - -	135	0	20	1	7	7	106	149	70	iron.
1,339	29,982	Fairy Queen.	-	-	ditto	-	„	„	- - ditto - - - - - -	135	0	20	1	7	7	106	149	70	iron.
1,340	29,983	Agnes Jack	-	-	ditto	-	„	„	John Bacon and others - - - -	180	8	26	5	15	8	462	574	70	iron, screw.
1,341	29,990	Retriever	-	-	ditto	-	1866	1866	W. H. Ridley - - - - - -	136	3	26	8	15	2	238	328	50	screw.
1,342	29,992	Alert	-	-	ditto	-	„	1865	Mersey Docks and Harbour Board - -	117	8	21	0	10	7	87	172	70	iron.
1,343	29,996	England	-	-	ditto	-	„	„	National Steam Navigation Company (Limited)	357	5	42	0	27	8	2,249	3,308	400	iron, screw.
1,344	29,997	Yamuna	-	-	ditto	-	„	„	Bombay and Bengal Steam Ship Company (Limited).	250	2	32	5	20	4	941	1,269	170	iron, screw.
1,345	54,911	Caribbean	-	-	ditto	-	„	1866	West India and Pacific Steam Ship Company (Limited).	270	0	34	4	29	6	1,317	1,853	200	iron, screw.
1,346	54,914	Humboldt	-	-	ditto	-	„	„	Liverpool, Brazil, and River Plate Steam Navigation Company (Limited).	268	2	32	1	21	3	995	1,346	120	iron, screw.
1,347	54,924	Agamemnon	-	-	ditto	-	„	1865	Alfred Holt - - - - - - -	309	3	38	8	28	4	1,550	2,279	300	iron, screw.
1,348	54,926	City of Paris	-	-	ditto	-	„	1866	William Inman and others - - - -	358	7	40	4	26	2	1,777	2,556	550	iron, screw.
1,349	27,741	Ariel	-	-	ditto	-	„	1859	John Hind and another - - - -	81	5	17	8	8	2	67	85	16	iron, screw.
1,350	54,935	Cassini	-	-	ditto	-	„	„	Liverpool, Brazil, and River Plate Steam Navigation Company (Limited).	220	2	28	2	16	1	687	836	80	iron, screw.
1,351	54,941	Ajax	-	-	ditto	-	„	„	Ocean Steam Ship Company - - -	309	6	38	8	28	4	1,549	2,278	300	iron, screw.
1,352	49,805	Fire Queen	-	-	ditto	-	„	1864	Thomas Harrison - - - - -	248	5	29	6	14	1	797	1,172	180	iron, screw.
1,353	54,942	Liverpool	-	-	ditto	-	„	1866	William Jolliffe and another - - -	121	5	20	7	11	2	97	178	80	iron.
1,354	19,296	Adjutant	-	-	ditto	-	„	1858	William Oulton - - - - -	82	8	17	1	8	1	25	80	40	iron.
1,355	4,373	Empress	-	-	ditto	-	„	1852	William Jolliffe and another - -	96	2	21	1	-	-	75	140	120	
1,356	54,948	Constance	-	-	ditto	-	„	1866	M. C. de Pothonier and another - -	139	4	18	4	10	–	149	197	40	iron, screw.
1,357	18,220	Liver	-	-	ditto	-	„	1853	Edward Griffiths and others - - -	75	7	15	0	7	8	19	48	30	
1,358	54,945	Denmark	-	-	ditto	-	„	1866	National Steam Navigation Company (Limited)	342	9	42	2	28	5	2,121	3,119	350	iron, screw.
1,359	17,782	Plynlymon	-	-	ditto	-	„	1856	John Vernon and another - - - -	152	4	20	1	11	15	207	261	50	iron, screw.
1,360	44,644	Estella	-	-	ditto	-	„	1862	The Liverpool Steam Tug Company (Limited)	54	6	15	6	6	0	18	28	16	screw.
1,361	54,965	Panama	-	-	ditto	-	„	1866	Pacific Steam Navigation Company - -	267	0	40	1	17	8	1,178	1,642	450	iron.
1,362	54,968	Elwy	-	-	ditto	-	„	„	C. D. Castelli - - - - - -	198	6	19	1	8	0	153	242	120	iron.
1,363	48,837	Fox	-	-	ditto	-	„	1864	Merchants' Trading Company - - -	216	5	22	8	10	0	251	377	120	iron.
1,364	48,815	Badger	-	-	ditto	-	„	„	- ditto - - - - - -	218	0	24	0	11	0	253	405	150	iron.
1,365	54,975	West of England		-	ditto	-	„	1866	Samuel Hough and others - - - -	185	6	26	8	15	8	490	609	70	iron, screw.
1,366	54,979	Navarre	-	-	ditto	-	„	„	Donald Currie and others - - - -	230	2	30	2	15	5	502	738	110	iron, screw.
1,367	54,994	Manhattan	-	-	ditto	-	„	„	Liverpool and Great Western Steam Company.	335	0	42	5	27	8	1,951	2,869	350	iron, screw.
1,368	44,257	Severn	-	-	ditto	-	„	1862	Robert Bellhouse - - - - -	85	6	17	4	9	2	39	98	60	iron.
1,369	55,008	Achilles	-	-	ditto	-	„	1866	Ocean Steam Ship Company - - -	309	5	38	8	28	4	1,550	2,280	300	iron, screw.
1,370	51,464	Alhambra	-	-	ditto	-	„	1865	Thomas Harrison and another - -	219	0	28	0	15	9	722	1,063	120	iron, screw.
1,371	55,012	Flamsteed	-	-	ditto	-	„	1866	Liverpool, Brazil, and River Plate Steam Navigation Company (Limited).	276	8	32	4	21	0	936	1,376	80	iron, screw.
1,372	19,586	Ceres	-	-	ditto	-	„	1859	W. B. Tyringham - - - - -	143	0	21	6	10	5	80	168	60	iron, screw.
1,373	26,668	Pacific	-	-	ditto	-	„	1854	J. H. Yates - - - - - -	261	3	32	4	23	7	880	1,294	200	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,374	55,017	Zarco	Liverpool 1866	1866	Edward D. Glynn and others	190 1	26 0	15 8	449	563	80	iron, screw.
1,375	44,663	Grappler	ditto „	1862	Liverpool Steam Tug Company (Limited)	129 6	20 4	10 3	74	168	80	iron.
1,376	55,024	Laplace	ditto „	1866	Liverpool, Brazil, and River Plate Steam Navigation Company (Limited).	257 4	31 2	20 0	812	1,194	80	iron, screw.
1,377	55,028	Lindsay	ditto „	„	Alfred Hewlet	210 8	28 1	16 2	507	746	90	iron, screw.
1,378	55,030	Vanguard	ditto „	„	Joseph Verdin and others	80 0	19 2	8 8	82	104	30	iron, screw.
1,379	45,493	Conqueror	ditto „	1857	William Downham	97 7	17 9	9 4	49	102	60	iron.
1,380	29,038	Tiger	ditto „	1863	John Jones and others	151 7	21 6	12 4	216	298	50	iron, screw.
1,381	55,033	Chicago	ditto „	1866	Liverpool and Great Western Steam Company.	332 8	42 4	27 9	1,980	2,912	350	iron, screw.
1,382	55,034	Mersey	ditto „	1862	Alfred Hewlet	70 6	14 1	5 1	26	38	10	iron, screw.
1,383	55,035	Copernicus	ditto „	1866	Liverpool, Brazil, and River Plate Steam Navigation Company (Limited).	276 7	32 4	21 5	950	1,397	80	iron, screw.
1,384	55,040	Donati	ditto „	„	ditto	257 6	31 1	19 9	804	1,183	80	iron, screw.
1,385	55,041	Somerset	ditto „	„	F. A. Tamplin	130 4	20 2	11 7	152	263	60	iron, screw.
1,386	55,042	Dorset	ditto „	„	P. L. Henderson	90 0	20 4	9 5	51	140	60	iron, screw.
1,387	55,047	Nimrod	ditto 1867	„	T. B. Job	136 0	26 9	16 0	227	334	50	screw.
1,388	55,048	Mastiff	ditto „	1867	W. H. Ridley	137 4	26 0	16 0	245	360	60	screw.
1,389	55,049	Lord Lyon	ditto „	1866	John Seed and another	89 1	17 6	9 3	21	81	40	
1,390	55,051	Mersey	ditto „	1867	F. H. Powell and others	199 5	27 4	14 5	482	608	80	iron, screw.
1,391	55,016	Sutherland	ditto „	1866	Donald Currie and others	232 0	29 0	16 0	551	810	135	iron, screw.
1,392	55,055	Margaret Verdin	ditto „	„	Joseph Verdin and others	80 0	19 2	8 0	83	104	30	iron, screw.
1,393	55,056	Pâquete de Maule	ditto „	„	J. J. Rowe	160 1	29 2	11 1	326	411	120	iron.
1,394	55,057	City of Antwerp	ditto „	1867	William Inman	332 0	39 4	18 0	1,626	2,391	550	iron, screw.
1,395	20,485	Duchess	ditto „	1858	C. O. Robinson and another	128 2	18 2	11 6	131	192	60	iron, screw.
1,396	55,065	Staperayder	ditto „	1866	Joseph Thompson	115 8	22 1	12 2	147	217	40	iron, screw.
1,397	55,067	Memphis	ditto „	1867	W. M. Moss and another	339 3	34 7	25 0	1,822	2,287	300	iron, screw.
1,398	55,068	Supplement	ditto „	„	H. E. Falk	81 3	18 1	8 1	68	100	18	iron, screw.
1,399	55,069	Pantheon	ditto „	„	Thomas Harrison and others	205 8	28 0	15 8	679	998	95	iron, screw.
1,400	55,072	Supé	ditto „	„	Pacific Steam Navigation Company	145 6	25 1	10 8	231	298	50	iron, screw.
1,401	55,073	Macedonia	ditto „	„	Papayanni Brothers and others	288 6	35 3	22 9	1,147	1,686	250	iron, screw.
1,402	55,074	Minnesota	ditto „	„	Liverpool and Great Western Steam Company and another.	335 4	42 5	20 3	1,964	2,888	350	iron, screw.
1,403	55,078	Guiding Star	ditto „	1866	Hannah Strong and others	147 4	23 2	12 1	134	269	120	iron.
1,404	55,081	William Scott Walker	ditto „	1857	William Walker	84 6	20 2	- -	81	118	20	screw.
1,405	55,084	Arica	ditto „	1867	Pacific Steam Navigation Company	204 0	30 0	14 4	466	740	250	iron.
1,406	29,934	Chrysolite	ditto „	1865	Thomas Harrison	189 7	28 4	17 2	478	702	100	iron, screw.
1,407	55,086	Sophie	ditto „	1867	J. Q. Batty	45 3	8 3	4 0	5	8	8	iron, screw.
1,408	55,088	Istrian	ditto „	„	J. J. Bibby and others	398 0	37 2	21 7	1,957	2,877	350	iron, screw.

1,409	47,458	City of London	ditto	„	1863	William Inman and others	374	0	40	5	18	7	1,880	2,765	450	iron, screw.
1,410	54,916	Augustine	ditto	„	1865	Charles Booth and others	213	5	29	6	18	1	832	1,056	95	iron, screw.
1,411	55,091	Nebraska	ditto	„	1867	C. M. Palmer	367	5	42	3	20	2	2,202	3,327	350	iron, screw.
1,412	55,095	Quito	ditto	„	„	Pacific Steam Navigation Company	204	0	30	1	14	4	468	743	250	iron.
1,413	55,098	Llysfaen	ditto	„	„	J. J. Raynes and others	73	8	19	6	7	9	52	76	25	iron and wood, screw.
1,414	47,846	Adele	ditto	„	1864	Robert Wilson	170	9	24	1	12	0	233	342	60	iron, screw.
1,415	20,594	Lizzie	ditto	„	1857	John Jones and others	133	6	25	0	9	0	177	218	50	iron, screw.
1,416	55,100	Widnes	ditto	„	1867	David Davies and others	73	4	19	5	7	9	51	75	25	iron and wood, screw.
1,417	55,101	Bristol	ditto	„	„	John Bacon and others	185	2	26	6	15	6	453	576	75	iron, screw.
1,418	55,102	Nicolas	ditto	„	„	Edward and J. P. Scott	121	0	25	2	6	5	97	154	50	iron.
1,419	44,316	Pioneer	ditto	„	1862	Thomas Wilson and others	92	6	18	4	10	0	26	98	60	
1,420	55,103	Iris	ditto	„	1867	William Hickson	81	8	18	7	8	6	62	90	24	iron, screw.
1,421	55,107	Ajax	ditto	„	„	William Inman	108	0	23	1	8	9	133	163	30	iron, screw.
1,422	20,798	De Brus	ditto	„	1858	J. E. Barnett	146	7	20	1	11	5	178	261	40	iron, screw.
1,423	55,110	Jacare	ditto	„	„	William Dalglish	81	0	16	0	5	4	30	55	10	iron, screw.
1,424	58,896	Australian	ditto	„	„	West India and Pacific Steam Ship Company	324	5	39	8	26	0	1,699	2,499	350	iron, screw.
1,425	58,897	Tycho Brahe	ditto	„	„	Liverpool, Brazil, and River Plate Steam Navigation Company (Limited).	291	0	34	6	20	8	1,257	1,848	170	iron, screw.
1,426	51,042	Thereza	ditto	„	1859	A. L. Dalglish	195	8	19	6	10	8	232	301	120	iron.
1,427	60,001	May Flower	ditto	„	1867	Thomas Butler	88	0	15	1	6	4	25	53	25	iron.
1,428	60,008	Iberian	ditto	„	„	J. J. Bibby and others	390	0	37	2	21	7	1,957	2,877	350	iron, screw.
1,429	55,076	Coniston	ditto	„	„	Thomas Winder	92	6	14	3	6	6	45	73	20	iron, screw.
1,430	60,013	Comercio de Paysandu	ditto	„	„	Henry Stokes	158	0	24	7	8	8	202	297	50	iron, screw.
1,431	60,015	France	ditto	„	„	National Steam Ship Company	385	6	42	4	20	4	2,429	3,572	400	iron, screw.
1,432	60,019	Illyrian	ditto	„	„	J. J. Bibby and others	390	0	37	2	21	7	1,957	2,877	350	iron, screw.
1,433	45,490	Superb	ditto	„	1853	William and Thomas Jolliffe	102	6	18	2	9	4	44	108	55	iron.
1,434	60,020	Lancaster	ditto	„	1867	Alfred Hewlett	211	3	28	2	15	9	522	767	100	iron, screw.
1,435	60,021	Hipparchus	ditto	„	„	Liverpool, Brazil, and River Plate Steam Navigation Company (Limited).	290	7	34	0	20	0	1,251	1,840	170	iron, screw.
1,436	60,025	Black Prince	ditto	„	„	Edward Griffiths and others	139	0	20	0	11	9	101	212	90	iron.
1,437	49,783	Rock Light	ditto	„	1865	Peter Maddox and others	127	0	20	0	11	4	88	181	86	iron.
1,438	60,027	Atlas	ditto	„	1867	Joshua Lancaster and others	70	2	17	3	7	6	44	56	20	iron, screw.
1,439	29,951	Sapphire	ditto	„	1865	Thomas Harrison	189	3	28	1	16	7	440	647	100	iron, screw.
1,440	60,029	Taraguy	ditto	„	1867	William Dalglish	185	4	25	0	14	0	319	469	90	iron, screw.
1,441	49,739	La Plata	ditto	„	1866	Liverpool, Brazil, and River Plate Steam Navigation Company (Limited).	251	0	32	1	21	0	748	1,394	250	iron, screw.
1,442	60,031	Goya	ditto	„	1867	William Dalglish	185	4	25	0	14	5	319	469	90	iron, screw.
1,443	54,953	Jerome	ditto	„	1866	P. H. Holt and others	213	8	29	7	18	3	839	1,060	95	iron, screw.
1,444	60,035	Thistle	ditto	1868	„	Samuel Lake	38	2	10	2	-	-	3	12	9	screw.
1,445	60,036	Colorado	ditto	„	1868	Liverpool and Great Western Steam Company (Limited).	330	0	42	8	20	6	1,990	2,927	350	iron, screw.
1,446	6,033	Constitution	ditto	„	1853	William Downham	149	4	23	2	11	0	128	263	120	iron.
1,447	29,547	Uruguay	ditto	„	1861	J. F. Smith and another	251	5	32	0	21	1	856	1,301	260	iron, screw.
1,448	60,043	Maggie	ditto	„	1867	Isaiah Booth and another	87	0	19	3	9	7	81	119	20	screw.
1,449	60,044	Llewellyn	ditto	„	1868	John Bacon and another	125	0	20	1	9	4	122	179	35	iron, screw.
1,450	29,189	Chieftain	ditto	„	1863	T. B. Morton	110	8	19	4	9	6	87	129	40	iron, screw.
1,451	60,046	Diomed	ditto	„	1868	Ocean Steam Ship Company	291	5	34	5	20	7	1,201	1,848	170	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,452	45,950	Peruvian	Liverpool 1868	1863	Merchants' Trading Company (Limited)	281 1	38 1	22 0	1,713	2,246	300	iron, screw.
1,453	28,478	Neptune	ditto „	1860	Peter Hutchison	182 6	25 4	14 5	271	409	60	iron, screw.
1,454	60,056	Denmark	ditto „	1868	Merchants' Trading Company (Limited)	28 4	7 6	- -	4	6	7	iron, screw.
1,455	60,067	Thames	ditto „	„	London and North Western and Great Western Railway Companies.	106 0	20 1	8 6	66	125	70	iron.
1,456	60,068	Severn	ditto „	„	- - ditto	106 0	20 1	8 6	66	125	70	iron.
1,457	6,069	Mersey	ditto „	„	- - ditto	106 0	20 1	8 6	66	125	70	iron.
1,458	60,078	Nestor	ditto „	„	Ocean Steam Ship Company	313 6	32 8	20 3	1,414	1,869	150	iron, screw.
1,459	17,244	Helvellyn	ditto „	1847	L. M. Le Blanch	137 7	17 3	- -	46	140	75	iron.
1,460	54,978	Pioneer	ditto „	1866	Liverpool and American Steam Navigation Company (Limited).	205 0	30 0	15 0	814	1,041	90	iron, screw.
1,461	19,183	Puffin	ditto „	1857	John Platt	86 0	13 0	6 5	27	40	25	iron, screw.
1,462	16,200	Sovereign	ditto „	1856	John Erskine and others	177 9	25 2	12 9	269	423	90	iron, screw.
1,463	60,088	Magdala	ditto „	1868	W. M. Moss	330 1	34 5	25 0	1,358	2,134	200	iron, screw.
1,464	29,954	Alice	ditto „	1865	Thomas Harrison	264 2	30 6	18 6	889	1,182	130	iron, screw.
1,465	58,917	Zoulla	ditto „	1868	E. D. Glynn and others	204 0	26 9	17 0	454	706	90	iron, screw.
1,466	28,625	Deerhound	ditto „	1858	Sir E. R. Sullivan, Bart.	128 6	16 6	- -	100	126	56	iron, screw.
1,467	58,923	Sheldrake	ditto „	1868	Edward Paul and another	180 0	25 0	13 2	373	482	70	iron, screw.
1,468	22,612	Montagu	ditto „	1855	John Bacon and others	190 7	25 4	12 7	283	446	70	iron, screw.
1,469	58,928	Annie	ditto „	1868	Mersey and Weaver Company (Limited)	80 6	15 9	8 0	46	57	20	iron, screw.
1,470	58,936	Camel	ditto „	„	J. J. Bibby and others	50 6	13 1	- -	13	33	15	iron, screw.
1,471	58,938	Neera	ditto „	„	W. M. Moss	330 4	34 5	25 0	1,397	1,474	300	iron, screw.
1,472	58,943	Emily	ditto „	„	Mersey and Weaver Company (Limited)	80 6	15 9	8 0	52	84	20	iron, screw.
1,473	14,783	Annie Vernon	ditto „	1856	G. S. Stowe	170 0	26 6	16 7	318	529	70	iron, screw.
1,474	29,959	Ironsides	ditto „	1865	- - ditto	198 8	29 3	16 8	395	699	98	iron, screw.
1,475	20,452	Rover	ditto „	1857	Thomas Jolliffe	132 3	20 6	10 2	69	187	80	iron.
1,476	29,401	Samson	Llanelly 1862	1861	C. W. Neville and others	94 2	19 1	9 9	33	111	80	
1,477	19,890	Ranger	ditto 1863	1857	W. Bowen and another	92 3	18 8	9 8	17	98	40	
1,478	29,415	Lily	ditto 1865	1865	Evan Davis	66 2	11 6	5 1	20	26	10	screw.
1,479	6,312	Royal Princes	ditto „	1855	W. Bowen and another	102 5	17 7	8 9	37	103	50	iron.
1,480	53,354	Cambria	ditto 1866	1866	Llanelly Steam Navigation Company (Limited).	114 6	17 1	8 8	79	134	40	iron, screw.
1,481	53,361	Llanelly	ditto 1867	1867	C. W. Nevill and others	147 6	22 3	12 8	163	304	75	iron, screw.
1,482	18,589	Pilot	ditto 1868	1857	Frederick Elkington	96 5	18 4	10 4	15	109	60	iron.
1,483	5,896	*Post Boy	Lowestoft 1852	1843	W. B. Roe and others	69 7	11 9	5 8	17	35	16	
1,484	18,636	*Arab	ditto „	1853	North of Europe Steam Navigation Company	130 6	22 5	13 2	131	303	150	
1,485	5,892	*Imperial	ditto 1854	1851	Alexander Tracy and others	72 6	14 5	8 7	21	66	28	
1,486	10,096	Powerful	ditto 1859	1856	- - ditto	84 2	18 1	9 0	20	81	40	
1,487	56,561	Wensum	ditto 1867	1867	R. O. Lloyd and another	73 0	16 1	4 2	28	41	14	screw.

1,488	12,602	*Norfolk Hero	Maryport	1853	1848	W. and T. Jolliffe	73 3	14 9	8 7	19	65	33			
1,489	12,603	*Rambler	ditto	„	1846	Maryport Steam Shipping Company	69 9	14 0	8 0	15	55	28			
1,490	12,601	Senhouse	ditto	1855	1854	- - ditto	80 3	16 2	9 3	33	96	50			
1,491	18,261	Maryport	ditto	1866	1858	- - ditto	108 0	18 7	9 7	34	122	70			
1,492	28,654	Ann	Middlesbro'	1861	1860	H. W. F. Bolckow and another	210 0	28 6	17 5	467	688	130	iron, screw.		
1,493	19,482	Middlesbro'	ditto	„	1857	- - ditto	142 6	20 1	10 9	161	237	40	iron, screw.		
1,494	23,741	Belmont	ditto	„	1853	Stockton and Darlington Railway Company	81 9	17 0	9 0	19	73	35			
1,495	6,234	Jane and Phœbe	ditto	„	1852	- - ditto	72 7	15 9	8 2	13	50	35			
1,496	29,483	River Queen	ditto	„	1861	William Duncan and others	95 1	15 2	6 4	46	65	20	iron.		
1,497	29,484	River King	ditto	1862	1862	C. C. Duncan and others	91 6	14 0	7 2	32	59	19			
1,498	19,873	Walker	ditto	„	1857	Joseph Dodds	83 0	16 3	8 8	14	66	30			
1,499	45,141	Confidence	ditto	„	1862	John Askew	98 8	18 4	9 1	37	103	50			
1,500	2,476	Pilot	ditto	„	1848	Francis Sill	68 4	15 6	8 2	12	47	38			
1,501	45,143	Progress	ditto	1863	1862	Corporation of Middlesbro'	51 0	14 8	3 7	8	19	12			
1,502	45,144	Gladstone	ditto	„	1863	J. W. Pearse and others	207 6	28 5	14 2	506	650	110	iron, screw.		
1,503	45,145	Fearless	ditto	„	„	F. A. Golla	82 6	17 2	8 3	27	75	30			
1,504	9,775	Cardinal Wolsey	ditto	„	1845	W. Duncan and others	104 1	12 1	5 8	31	44	20	iron.		
1,505	47,053	Champion	ditto	„	1863	George Dixon	93 1	14 6	6 6	23	48	25			
1,506	47,056	Confidence	ditto	1864	1864	F. J. Leach	97 3	18 1	9 1	28	91	50			
1,507	47,059	Eston Nab	ditto	„	„	H. W. F. Bolckow and another	96 8	17 1	8 3	63	92	30	screw.		
1,508	49,684	Gleaner	ditto	„	„	David Blakey and others	81 7	17 3	8 9	23	72	30			
1,509	49,687	Swan	ditto	„	„	W. Fallows and others	86 6	16 5	8 9	21	73	34			
1,510	49,688	Arrow	ditto	„	„	F. J. Leach	91 3	18 1	9 1	25	85	60			
1,511	47,060	Nelly	ditto	„	„	Thomas Vaughan	95 4	12 2	6 3	26	50	26	iron.		
1,512	49,689	Emperor	ditto	1865	1865	James Mason	106 7	18 8	9 4	43	118	50			
1,513	49,690	Admiral	ditto	„	„	W. Fallows and others	93 2	17 2	9 0	26	82	40			
1,514	53,012	Nelly	ditto	„	„	Thomas Vaughan	114 2	15 1	7 0	57	91	26	iron.		
1,515	53,011	Glengarry	ditto	1866	1866	Mary Walker	161 6	24 0	13 7	296	396	75	iron, screw.		
1,516	53,014	Royal Charlie	ditto	„	„	William Duncan and others	113 0	14 6	5 8	25	62	30	iron.		
1,517	53,016	Thomas Snowden	ditto	„	„	Thomas Snowden	200 0	29 2	15 9	480	707	120	iron, screw.		
1,518	53,017	Frederick Snowden	ditto	„	„	- - ditto	200 0	29 2	15 9	480	707	120	iron, screw.		
1,519	47,646	Friend of all Nations	ditto	„	„	R. H. Mitchell	80 1	17 8	9 4	17	74	30			
1,520	53,018	Sea King	ditto	1867	1867	William Fallows	101 0	18 8	10 0	29	108	40			
1,521	50,283	Damietta	ditto	„	1864	R. Harris and others	179 4	27 2	16 3	432	565	90	iron, screw.		
1,522	571	Advance	ditto	„	1854	James Taylor	168 5	22 0	15 0	268	394	50	iron, screw.		
1,523	53,015	Cobden	ditto	„	1866	- - ditto	240 3	29 0	16 3	538	791	110	iron, screw.		
1,524	53,020	Reaper	ditto	„	1867	David Blakey and others	82 5	17 3	9 3	15	75	30			
1,525	58,853	Fulmar	ditto	1868	1868	Francis Atkinson and others	200 0	28 0	15 9	418	652	100	iron, screw.		
1,526	58,855	Glencairn	ditto	„	„	Cornelius Schmitz and another	156 0	22 0	13 5	181	310	65	iron, screw.		
1,527	58,854	Jackal	ditto	„	„	Frederick Williams and another	79 5	18 2	8 9	64	84	25	iron, screw.		
1,528	19,733	Harriet	ditto	„	1857	Thomas Vaughan	199 4	25 1	14 7	381	504	70	iron, screw.		
1,529	58,851	Glencoe	ditto	„	1867	Cornelius Schmitz and another	144 7	22 0	13 2	185	299	60	iron, screw.		
1,530	58,856	Eaglescliffe	ditto	„	1868	John Joseph Smith	96 0	20 0	8 5	73	115	26	iron, screw.		
1,531	58,858	Thomas Vaughan	ditto	„	„	Charles Emile Muller	160 0	23 2	13 7	236	1,389	70	iron, screw.		
1,532	58,859	Kate	ditto	„	„	- - ditto	90 8	18 0	8 8	58	100	25	iron, screw.		
1,533	27,689	Pembrokeshire	Milford	1864	1860	Thomas Jackson	71 8	15 4	7 5	28	41	24	screw.		
1,534	4,307	Lass of Gowrie	ditto	1866	1845	Hugh B. Watson and others	74 4	16 0	8 6	23	58	40			
1,535	50,153	Great Western	ditto	1867	1867	T. T. Jackson	220 4	25 0	12 0	281	447	190	iron.		
1,536	62,791	Wave	ditto	1868	1868	Richard Allan	44 4	10 4	4 5	9	13	5	screw		

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,537	–	*Ann and Jane	Newcastle 1825	1823	John Johnson	67 6 in.	16 11 in.	9 1 in.	27	–	–	
1,538	–	*Majestic	ditto 1826	1826	Robert Johnson and others	52 2 in.	14 8 in.	7 11 in.	21	–	–	
1,539	–	*Ocean	ditto 1834	1834	William Innis and another	57 10 in.	12 4 in.	6 0	18	–	–	
1,540	11,894	*John and William	ditto 1838	1838	George Cooper and others	70 8	14 5	8 2	23	64	30	
1,541	–	*X.L.	ditto „	1827	Ralph Wilson	44 6 in.	11 0	6 4 in.	11	–	–	
1,542	–	*Prince Albert	ditto 1842	1842	Thomas Ellis	66 2	13 4	7 8	15	52	–	
1,543	7,267	*Laurel	ditto 1843	„	Matthew Harrison and another	70 0	11 7	6 1	19	38	15	
1,544	–	*Martello	ditto „	1843	Campbell and Company	71 0	12 2	6 2	19	41	–	
1,545	–	*William and Mary	ditto „	„	William Tase	73 7	15 6	8 7	25	76	–	
1,546	–	*Don	ditto 1845	1845	John Wilson	59 5	12 7	7 0	13	37	–	
1,547	–	*Mary	ditto „	1833	William Brown and others	52 3	12 4	6 8	11	32	–	
1,548	–	*Ranger	ditto 1847	1847	Anthony Strong	83 4	17 2	9 3	20	92	–	
1,549	4,999	*Margaret	ditto „	1839	John Forster and another	55 7	12 8	6 9	13	37	20	
1,550	22,565	*Industry	ditto 1852	1852	George Reed	71 7	13 3	7 4	10	42	–	
1,551	26,276	*John Bowes	ditto 1853	„	C. M. Palmer	148 9	25 7	15 6	375	486	70	
1,552	1,970	*Blessing	ditto 1854	1838	William Heads	59 9	13 7	7 7	12	47	–	
1,553	22,606	Waterman	ditto „	1854	J. and R. Stark	65 3	13 4	7 3	11	37	18	
1,554	30,417	*Victoria	ditto 1855	1855	William Smith	119 4	22 2	14 0	78	274	180	
1,555	22,602	Lord Raglan	ditto „	„	Tyne Steam Shipping Company (Limited)	190 3	27 1	13 9	351	516	86	iron, screw.
1,556	22,965	Carbon	ditto „	„	Thomas Headley and others	174 7	27 6	19 0	399	587	80	iron, screw.
1,557	3,279	Otter	ditto „	„	Tyne Steam Shipping Company (Limited)	188 2	25 0	15 7	322	473	80	iron, screw.
1,558	7,269	Olive	ditto 1856	1848	John Swanston and others	75 4	13 8	6 7	14	39	18	
1,559	14,503	Alma	ditto „	1855	R. Moore	73 0	13 9	7 0	12	41	20	
1,560	14,506	Blaydon	ditto „	1856	Cowan and Douglas	72 9	14 4	7 6	10	45	20	
1,561	12,908	Wards	ditto 1857	1857	Robert Redhead and another	77 7	15 1	8 1	12	54	25	
1,562	15,650	Jarrow	ditto „	„	C. M. Palmer	91 4	15 4	7 0	25	63	30	
1,563	7,255	William Cargill	ditto „	1850	Crone and Archer	67 5	12 5	7 1	10	35	15	
1,564	20,255	Felling	ditto „	1857	Jonathan Hall and others	69 2	13 7	7 6	11	40	20	
1,565	20,741	Sir Colin Campbell	ditto 1858	1858	G. R. Turnbell and another	73 8	14 9	7 0	13	47	22	
1,566	20,742	British Queen	ditto „	1842	Robert Turnbull and another	63 0	15 7	7 4	16	50	18	
1,567	20,744	Mystery	ditto „	1858	William Brown and others	74 4	14 7	7 8	10	50	21	
1,568	2,072	Honor	ditto „	1853	John Lakey	69 4	13 9	7 0	11	38	18	
1,569	26,875	Rosamond	ditto 1859	1858	Robert Armstrong	71 7	14 5	7 0	12	47	21	
1,570	26,876	Pasha	ditto „	„	Sir Samuel Cunard, Bart.	92 0	25 3	8 4	99	179	25	iron, screw.
1,571	27,896	Cygnet	ditto „	1859	Charles Lodge	70 0	14 2	7 0	10	43	20	
1,572	27,897	Dart	ditto „	1849	Robert Curry	71 1	13 9	6 8	9	36	18	
1,573	28,315	Pilot	ditto 1860	1860	T. B. Callenan and another	82 4	16 3	8 9	19	67	30	
1,574	22,618	Forrester	ditto „	1840	John Dobson and another	75 0	13 0	6 0	11	37	18	
1,575	29,105	Mary	ditto „	1860	John Lakey and others	71 4	14 2	7 6	17	45	30	

1,576	29,108	North Star	ditto	1861	1861	Henry Carr	74	0	15	6	8	0	18	54	25	
1,577	29,114	Harry Clasper	ditto	„	„	Tyne General Ferry Company	115	6	16	7	7	5	70	103	40	iron.
1,578	29,116	Patriot	ditto	„	„	Hogg and Company	71	7	15	2	7	6	14	44	21	
1,579	29,119	Punch	ditto	„	1856	Tyne General Ferry Company	60	8	15	4	5	7	20	37	20	iron.
1,580	29,121	Anthony Nichol	ditto	„	1861	John Thompson and another	71	5	15	3	7	7	14	45	21	
1,581	26,963	Express	ditto	„	1848	Robert Tait and others	72	3	13	3	6	5	10	35	18	
1,582	29,122	Percy	ditto	„	1861	Denis Cunningham	66	8	12	5	6	8	10	33	18	
1,583	43,595	Wansbeck	ditto	„	„	Tyne General Ferry Company	97	5	16	3	5	6	37	56	30	iron.
1,584	22,574	Elba	ditto	„	1855	General Steam Navigation Company	200	5	28	0	16	5	448	660	80	iron, screw.
1,585	43,597	Briton	ditto	„	1861	Robert Moore	71	8	14	6	7	2	14	41	70	iron, screw.
1,586	43,598	Prince of Wales	ditto	„	„	Charles Carr	75	3	15	3	8	1	15	50	22	iron.
1,587	10,170	Chesapeake	ditto	„	1853	John Rogerson	74	8	15	2	8	2	40	64	25	
1,588	43,611	Tynemouth	ditto	1862	1862	Tyne General Ferry Company	94	0	14	2	6	2	33	49	20	
1,589	43,612	Montrose	ditto	„	„	John and Francis Batey	73	3	15	2	7	8	19	51	20	
1,590	43,613	Mary Jane	ditto	„	„	Tyne General Ferry Company	94	0	14	3	6	2	34	49	24	iron.
1,591	15,710	Dart	ditto	„	1844	- - ditto	71	5	12	6	6	1	16	35	15	
1,592	43,619	Newcastle	ditto	„	1862	- - ditto	94	0	14	3	6	2	34	49	20	iron.
1,593	43,620	James Mason	ditto	„	„	F. J. Barry	82	1	16	0	8	7	25	66	35	
1,594	45,148	Walker	ditto	„	„	Tyne General Ferry Company	94	0	14	3	6	2	34	49	20	
1,595	2,108	Marshall	ditto	„	1852	Robert Lough, senior and junior	67	0	14	2	6	8	9	33	17	
1,596	14,510	Kitten	ditto	„	1856	Tyne Steam Shipping Company (Limited)	50	0	17	1	5	9	11	25	20	iron.
1,597	45,158	Mulgrave	ditto	1863	1863	C. M. Palmer	131	2	25	0	12	0	203	270	40	iron, screw.
1,598	2,165	Rainbow	ditto	„	1854	J. Hopper, junior	70	7	14	1	6	8	14	37	17	
1,599	45,160	Robert Chambers	ditto	„	1863	Tyne General Ferry Company	96	4	14	1	6	6	35	51	20	iron.
1,600	45,161	Gateshead	ditto	„	„	- - ditto	96	4	14	1	6	6	35	51	20	iron.
1,601	45,162	Cowen	ditto	„	1859	Tyne Improvement Commissioners	84	2	17	2	9	1	24	79	35	
1,602	45,163	Commissioner	ditto	„	1862	- - ditto	90	6	19	5	9	5	34	102	45	
1,603	45,164	Progress	ditto	„	„	- - ditto	85	2	17	8	9	2	22	82	38	
1,604	45,165	R. T. C. (No. 1)	ditto	„	„	- - ditto	99	6	28	0	11	3	139	239	22	iron, screw.
1,605	45,166	Louise Crawshaw	ditto	„	1863	Tyne General Ferry Company	96	4	14	1	6	6	35	51	20	iron.
1,606	47,764	Joseph Straker	ditto	„	„	A. C. Pring and others	203	3	28	2	16	0	573	714	90	iron, screw.
1,607	47,774	Admiral	ditto	1864	1864	Tyne Steam Shipping Company (Limited)	207	5	26	0	14	7	509	626	120	
1,608	29,106	Sentinel	ditto	„	1860	- - ditto	192	0	24	3	13	6	402	551	100	iron, screw.
1,609	28,314	Charlotte Ann Williamson.	ditto	„	„	Tyne General Ferry Company	114	4	16	6	7	0	50	82	40	iron.
1,610	49,614	Black Swan	ditto	„	1864	T. E. Smith and others	179	1	27	3	14	7	443	561	70	iron, screw.
1,611	49,618	William and Jane	ditto	„	1863	William Robson	42	9	14	6	4	7	13	17	3	screw.
1,612	49,621	North Eastern	ditto	„	1864	Thomas Nicholson	50	0	16	6	5	5	20	26	9	screw.
1,613	49,627	Judy	ditto	„	„	Tyne General Ferry Company	66	0	15	8	5	8	15	42	16	
1,614	29,722	Royal Charlie	ditto	„	1861	Robert Redhead and another	71	1	15	0	8	0	17	48	20	
1,615	49,632	Eliza	ditto	„	1864	Tyne General Ferry Company	96	1	13	9	6	3	36	51	20	iron.
1,616	49,634	Bebside	ditto	„	„	George Forster and another	185	0	28	0	16	1	449	596	80	iron, screw.
1,617	22,642	Newcastle	ditto	„	1847	Andrew Guthrie and others	75	9	13	6	6	2	12	36	18	
1,618	49,635	Brancepeth	ditto	„	1864	A. C. Pring and others	203	0	28	0	16	6	595	747	90	iron, screw.
1,619	49,641	Dragoon	ditto	„	„	Tyne Steam Shipping Company (Limited)	199	8	28	0	17	4	579	744	95	iron.
1,620	49,645	Wyvern	ditto	„	„	C. Hutchinson and others	203	0	28	1	17	4	514	755	98	iron, screw.
1,621	49,647	Lady James	ditto	1865	1865	Tyne General Ferry Company	95	8	13	9	6	5	36	51	20	iron.
1,622	49,648	Joseph Cowen	ditto	„	„	- - ditto	95	8	13	9	6	5	36	51	20	iron.
1,623	21,286	Bon Accord	ditto	„	1858	J. P. Nicholson	74	0	14	9	7	6	11	45	20	

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	——
						Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,624	51,351	Jarrow	Newcastle - 1865	1865	Tyne General Ferry Company	95 8	13 9	6 5	36	51	20	iron.
1,625	51,354	Margaret	ditto - „	„	- - ditto	95 8	13 9	6 5	36	51	20	iron.
1,626	28,323	Garibaldi	ditto - „	1860	- - ditto	89 6	16 0	6 3	36	55	20	iron.
1,627	51,358	Magna Charta	ditto - „	1865	John Joicey and others	201 7	28 5	17 5	592	764	90	iron, screw.
1,628	51,357	New Pelton	ditto - „	„	Richard Cory and others	180 4	28 0	17 1	488	630	80	iron, screw.
1,629	51,360	John Edwin	ditto - „	„	Tyne General Ferry Company	95 8	13 9	6 5	36	51	20	iron.
1,630	51,362	Earl Percy	ditto - „	„	- - ditto	212 0	28 2	13 0	573	715	120	iron, screw.
1,631	51,368	Mary Nixon	ditto - „	„	John Nixon and another	201 0	28 0	17 4	587	758	90	iron, screw.
1,632	51,366	Saint Oswin	ditto - „	„	James Hall and others	210 8	28 0	17 5	624	780	95	iron, screw.
1,633	51,367	Charles Mitchell	ditto - „	„	A. C. Pring and others	205 4	28 3	16 6	597	738	90	iron, screw.
1,634	51,370	Wrecker	ditto - „	„	William Rogerson	75 2	18 0	6 9	52	65	10	iron, screw.
1,635	51,374	Grenadier	ditto - „	„	Tyne Steam Shipping Company (Limited)	211 4	28 0	13 0	569	712	120	iron, screw.
1,636	51,371	Sarah Rogerson	ditto - „	„	Tyne General Ferry Company	95 8	13 9	6 5	36	51	20	iron.
1,637	3,693	Robert and Jane	ditto - „	1847	Matthew Dent and another	67 5	12 7	6 1	10	28	15	
1,638	51,377	Dudley	ditto - „	1865	T. E. Smith and others	198 0	28 0	16 0	536	696	90	iron, screw.
1,639	29,735	Wizard	ditto - „	1861	William Brown and others	71 7	15 5	8 5	15	55	25	
1,640	51,379	Hussar	ditto - „	1865	Tyne Steam Shipping Company (Limited)	94 4	17 9	9 4	33	87	50	
1,641	28,287	Fairy Queen	ditto - 1866	1860	William H. Scott and another	173 3	23 0	12 0	235	345	70	iron, screw.
1,642	51,369	Archimedes	ditto - „	1865	William Milburn and others	239 9	32 8	17 3	882	1,086	140	iron, screw.
1,643	51,385	St. Bede	ditto - „	1866	- - ditto	201 4	28 1	17 4	583	748	90	iron, screw.
1,644	7,627	Joseph and William	ditto - „	1845	William Burrell	65 3	13 6	8 0	13	41	18	
1,645	51,386	T. E. Forster	ditto - „	1866	J. O. Scott and others	198 3	28 4	15 8	472	694	90	iron, screw.
1,646	51,388	Constantine	ditto - „	„	Charles Mitchell and others	204 9	28 3	16 6	608	700	90	iron, screw.
1,647	51,391	Iona	ditto - „	„	Tyne Steam Shipping Company (Limited)	76 6	16 4	9 2	16	67	27	
1,648	26,878	Boston	ditto - „	1859	John D. Bootiman	71 0	14 3	7 7	12	48	24	
1,649	51,393	Phœnix	ditto - „	1866	William Henry Scott	59 4	19 8	6 7	24	39	8	screw.
1,650	51,394	Trevethick	ditto - „	„	John Fenwick and others	201 6	28 1	17 4	599	767	99	iron, screw.
1,651	51,395	Gosforth	ditto - „	„	William Milburn and others	214 5	29 2	17 5	662	833	100	iron, screw.
1,652	51,399	Thomas Gillespie	ditto - „	„	John Elliot and others	200 0	28 1	16 0	470	691	90	iron, screw.
1,653	56,041	Excelsior	ditto - „	„	Joseph Y. Hawdon	52 2	16 6	5 7	20	29	5	screw.
1,654	56,042	John Middleton	ditto - „	„	William Milburn and others	212 0	28 1	17 4	525	772	98	iron, screw.
1,655	51,365	Wentworth	ditto - „	1865	Thomas E. Smith and others	148 0	24 7	13 2	240	353	48	iron, screw.
1,656	56,047	Bradley	ditto - 1867	1866	George Luckley and others	170 5	26 5	15 1	388	499	60	iron, screw.
1,657	7,315	William and John	ditto - „	1855	Jonathan Hall and others	67 5	14 2	7 4	10	40	28	
1,658	56,052	Northumbria	ditto - „	1866	G. R. Stephenson	145 1	25 3	12 9	153	259	70	iron, screw.
1,659	56,054	Sensation	ditto - „	1867	Robert Redhead and another	90 2	18 6	9 7	21	91	40	
1,660	56,056	Lurline	ditto - „	„	J. Y. Hawdon	53 1	17 1	5 6	21	30	50	screw.
1,661	56,057	Bob and Harry	ditto - „	„	Robert Fell and another	55 9	17 3	6 1	22	32	8	screw.
1,662	56,060	Mushroom	ditto - „	„	William Pattison	54 6	17 5	6 8	25	37	14	

1,663	56,062	Venus	ditto	„	„	John Batey and others	81	3	16	8	8	0	20	69	25	
1,664	56,066	Phœnix	ditto	„	„	James Davidson	56	4	17	9	6	3	26	33	8	screw.
1,665	56,069	Grinkle	ditto	„	„	Palmer's Shipbuilding and Iron Company	130	2	24	8	12	6	183	269	48	iron, screw.
1,666	56,071	Xantha	ditto	„	„	Lord Alfred Paget	116	0	18	8	9	0	72	106	40	iron, screw.
1,667	56,075	Edith	ditto	„	„	Martin Schlesinger	169	5	26	0	16	0	334	492	75	iron, screw.
1,668	3,785	Vespers	ditto	„	1841	G. B. Galloway	59	5	12	9	6	6	12	31	9	
1,669	56,077	Achilleus	ditto	„	1867	George Cleugh and another	105	3	18	0	9	7	36	117	5	iron.
1,670	56,079	Lincolnshire	ditto	„	„	William Pattison and others	76	3	20	1	8	5	60	88	25	iron, screw.
1,671	56,082	Harry Kelley	ditto	1868	1868	Matthew H. Atkinson	65	1	16	8	7	0	28	54	7	iron, screw.
1,672	47,780	Heaton Hall	ditto	„	1864	Addison Potter	221	4	28	1	16	9	565	830	90	iron, screw.
1,673	54,625	Anne Smith	ditto	„	1866	Edward Smith	165	8	22	4	12	1	321	391	50	iron, screw.
1,674	56,061	Swan	ditto	„	1867	Arthur Cox Pring	204	7	28	2	16	2	560	710	90	iron, screw.
1,675	56,085	Edward Lindsay	ditto	„	1868	Edgar Gray and another	52	2	16	6	6	0	18	30	12	iron, screw.
1,676	53,204	Mary Austin	ditto	„	„	Robert Fell	120	3	19	5	9	4	110	162	30	iron, screw.
1,677	56,088	Eslington	ditto	„	„	William Cuthbert and others	56	4	18	5	6	5	26	38	12	iron, screw.
1,678	51,400	Swift	ditto	„	1866	John H. French and others	58	4	17	0	6	4	17	34	14	screw.
1,679	58,095	Weardale	ditto	„	1867	John Straker	167	5	28	2	14	9	350	514	70	iron, screw.
1,680	27,898	Onward	ditto	„	1860	William Foster and another	76	2	15	3	8	1	11	55	25	iron, screw.
1,681	47,779	Mercury	ditto	„	1864	James Hall and others	200	3	28	15	16	9	473	727	90	iron, screw.
1,682	56,090	Anne Milne	ditto	„	1868	George Milne	56	0	16	9	6	5	22	34	15	screw.
1,683	56,092	Pauline	ditto	„	„	Robert Rowell	96	3	18	2	9	6	18	94	50	
1,684	56,093	Forster Brothers	ditto	„	„	William Forster and others	72	2	16	0	8	6	6	53	22	
1,685	7,299	Amazon	ditto	„	„	Roger Walker	72	6	13	9	7	1	12	42	20	
1,686	56,095	Iduna	ditto	„	„	John Elliott and others	214	7	29	3	17	7	548	860	100	iron, screw.
1,687	56,096	Gitana	ditto	„	„	Jos. Yellowley Hawdon	69	6	18	5	8	1	40	58	12	screw.
1,688	56,097	Antelope	ditto	„	„	Beauchamp Tower	64	7	16	5	5	9	24	43	20	iron, screw.
1,689	56,098	Claremont	ditto	„	„	Thomas Eustace Smith	214	6	29	2	17	6	533	830	100	iron, screw.
1,690	2,174	Saint Clare	ditto	„	1853	William Thompson and others	70	0	13	9	7	0	11	37	18	
1,691	51,398	Hero	ditto	„	1866	Martin Schlesinger	150	2	24	7	14	6	288	423	65	iron, screw.
1,692	56,099	Fenham	ditto	„	1868	William Milburn and others	224	5	29	2	17	6	567	879	100	iron, screw.
1,693	49,644	Willington	ditto	„	1864	Christopher D. Barker	110	0	19	2	10	8	42	152	64	iron, screw.
1,694	56,100	Criterion	ditto	„	1868	William Milburn and others	224	5	29	2	17	6	647	993	100	iron, screw.
1,695	62,301	Caterina	ditto	„	„	Joseph Heald	99	6	18	3	9	6	22	102	45	
1,696	62,302	Eldon	ditto	„	„	Joseph Heald and another	224	5	29	2	17	6	569	880	100	iron, screw.
1,697	51,356	Busy Bee	ditto	„	1865	William Davis Stephens	202	1	28	2	17	4	563	598	99	iron, screw.
1,698	62,304	Hotspur	ditto	„	1868	John Elliott and others	221	2	30	5	18	2	714	1,081	100	iron, screw.
1,699	49,643	Fusilier	ditto	„	1864	The Tyne Steam Shipping Company (Limited)	154	0	21	4	13	1	221	323	50	iron, screw.
1,700	3,620	Chevy Chase	ditto	„	1848	- - ditto	161	2	24	1	13	0	246	346	80	iron, screw.
1,701	21,571	Pearl	ditto	„	1858	Robert Redhead and another	86	0	16	7	8	7	8	73	40	
1,702	27,713	J. P. Almond	ditto	„	1860	John Ormston	76	6	15	6	8	5	16	57	25	
1,703	7,263	Brigadier	ditto	„	1855	The Tyne Steam Shipping Company (Limited)	170	3	24	7	13	6	290	455	70	iron, screw.
1,704	45,651	Sussex	Newhaven	1862	1862	London, Brighton, and South Coast Railway Company.	110	0	17	8	9	9	93	135	32	iron, screw.
1,705	45,652	Normandy	ditto	1863	1863	- - ditto	112	6	17	9	10	2	107	149	32	iron, screw.
1,706	50,311	Marseilles	ditto	1864	1864	- - ditto	213	9	23	4	11	3	296	394	180	iron.
1,707	16,992	Orleans	ditto	„	1856	- - ditto	187	2	21	6	9	9	138	270	160	iron.
1,708	16,991	Lyons	ditto	„	„	- - ditto	189	2	21	8	9	9	139	269	160	iron.
1,709	50,314	Bordeaux	ditto	1865	1865	- - ditto	214	0	23	7	10	8	293	419	200	iron.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
						Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,710	22,673	Victoria - - -	Newhaven - 1866	1859	George W. Willett - - - - - -	81 5	16 5	4 9	16	66	30	
1,711	45,653	Alexandra - -	ditto - 1867	1863	London, Brighton, and South Coast Railway Company.	204 5	23 7	11 0	205	325	200	iron.
1,712	26,800	Thomas Powell -	Newport - 1856	1856	William Cook and others - - - -	161 6	25 5	14 6	272	401	70	iron, screw.
1,713	49,697	Isca - - -	ditto - 1864	1864	Ann Burton and another - - - -	82 8	16 0	7 3	52	65	20	iron, screw.
1,714	18,058	Florence Nightingale	ditto - 1866	1857	Thomas Winmill and others - - -	79 4	15 8	8 6	11	49	30	
1,715	56,529	Enid - - -	ditto - 1867	1867	Henry and Ann Burton - - - -	77 1	13 3	7 8	20	49	15	
1,716	13,864	Duke of Buccleuch -	Penzance - 1859	1830	James Bennett - - - - - -	68 5	13 5	7 0	29	52	28	
1,717	5,734	*Queen - - -	Plymouth - 1846	1845	Devon and Cornwall Tamar Steam Packet Company (Limited).	68 5	13 5	7 0	29	52	28	
1,718	5,669	Lord Yarborough -	ditto - 1852	1826	James Blackmore and others - - -	86 2	12 3	9 3	36	79	60	
1,719	5,722	Gipsy - - -	ditto - 1855	1845	St. German's and Saltash Steam Boat Company	72 0	12 2	6 5	29	46	22	iron.
1,720	23,310	Emperor - - -	ditto - 1856	1842	Devon and Cornwall Tamar Steam Packet Company (Limited).	89 1	14 0	6 9	46	73	32	iron.
1,721	19,786	Fairy - - -	ditto - 1857	1857	St. German's and Saltash Steam Boat Company	98 9	14 4	6 0	37	59	40	
1,722	15,975	Willington - -	ditto - „	1856	Devon and Cornwall Tamar Steam Packet Company (Limited).	84 0	17 0	9 2	13	75	40	
1,723	13,861	Earl of Malmesbury -	ditto - 1858	1825	Earl of Mount Edgcumbe - - - -	107 4	17 2	9 7	59	109	50	
1,724	9,066	Mystery - - -	ditto - 1859	1845	W. S. Andrews - - - - - -	79 5	11 0	7 0	24	36	40	iron, screw.
1,725	21,528	Princess - - -	ditto - 1861	1844	Devon and Cornwall Tamar Steam Packet Company (Limited).	110 5	14 0	7 5	44	69	40	iron.
1,726	13,941	Contractor - -	ditto - 1863	1849	H. Lee and another - - - - -	85 9	16 7	9 5	35	85	40	
1,727	53,053	Aërial - - -	ditto - 1865	1865	Tamar and Tavy Steam Ship Company (Limited).	115 0	14 1	4 0	31	43	26	iron.
1,728	15,670	Secret - - -	ditto - 1866	1850	Thomas J. Stevens and others - - -	96 6	18 3	10 5	45	62	100	
1,729	44,334	Volunteer - -	ditto - 1867	1862	Tamar and Tavy Steam Ship Company (Limited).	86 2	16 3	7 1	31	59	45	
1,730	13,271	Purbeck - - -	Poole - 1850	1850	W. J. Pike and another - - - -	72 0	13 0	6 7	22	47	20	iron.
1,731	44,286	Royal Albert - -	ditto - 1864	1862	Charlotte Fayle - - - - - -	78 4	16 5	8 5	9	58	30	
1,732	48,660	Spicy - - -	ditto - 1867	1864	Edward Jennings - - - - -	164 8	22 7	- -	146	230	100	iron.
1,733	48,879	May Flower - -	ditto - 1868	1866	Frederick Robert A. Glover - - -	86 5	11 9	5 6	21	40	20	iron, screw.
1,734	19,683	*Her Majesty - -	Portsmouth 1851	1850	Portsmouth and Ryde United Steam Packet Company.	129 1	14 0	7 2	49	75	40	iron.
1,735	19,687	*Princess Royal -	ditto - „	„	- - ditto - - - - - - -	107 6	13 2	8 3	57	87	40	
1,736	19,684	*Prince of Wales -	ditto - „	„	- - ditto - - - - - - -	107 6	13 2	8 3	57	87	40	
1,737	19,685	*Prince Albert - -	ditto - „	1847	- - ditto - - - - - - -	96 0	12 4	8 1	46	67	50	
1,738	19,680	*Ranger - - -	ditto - 1853	1851	William Forster - - - - -	72 5	14 8	8 6	22	44	35	
1,739	27,721	Prince Consort -	ditto - 1859	1859	Portsmouth and Ryde United Steam Packet Company.	154 5	15 1	6 7	65	104	60	iron.

1,740	19,412	Monarch	ditto	1862	1835	E. T. Fraser	68 0	14 4	7 6	9	48	28		
1,741	16,161	Isabella	ditto	1864	1856	J. T. Crampton	76 2	15 5	8 6	9	58	30		
1,742	48,894	Princess of Wales	ditto	1865	1865	Portsmouth and Ryde United Steam Packet Company.	140 0	16 0	6 9	79	114	50	iron.	
1,743	49,776	Victoria	ditto	1866	„	John T. Crampton	87 2	18 5	9 4	24	61	35		
1,744	49,778	Robin Hood	ditto	„	„	John T. Leather	85 6	17 8	8 8	26	56	35	iron.	
1,745	17,230	Prince of Wales	Preston	1843	1842	Frederick Kemp and others	159 6	24 6	13 5	279	466	260		
1,746	19,448	Lily	ditto	1852	1839	Alsop and Smith	82 6	13 2	8 0	50	76	34	iron.	
1,747	14,922	Alice	ditto	„	1843	J. C. Smith and others	56 0	13 0	6 9	10	34	16		
1,748	45,671	Minnow	ditto	1864	1858	William Allsup	119 8	14 3	7 0	43	68	40	iron.	
1,749	45,672	Kate	ditto	„	1861	Andrew Leighton	37 0	8 8	4 6	6	10	10	screw.	
1,750	26,142	Jabez Bunting	ditto	1865	1841	William Allsup	73 4	16 0	- -	24	61	35		
1,751	9,983	Champion	ditto	1867	1846	- - ditto	80 6	16 1	- -	31	73	45		
1,752	56,688	Southport	ditto	1868	1868	Southport Steam Ship Company (Limited)	89 2	17 5	7 2	47	74	60	iron.	
1,753	19,965	*Stour	Ramsgate	1848	1848	Corporation of Sandwich	57 8	12 5	6 6	10	31	19		
1,754	20,086	*City of Rochester	Rochester	1849	1849	William Giles and another	123 0	14 0	7 7	46	73	40		
1,755	25,451	*Alma	ditto	1855	1855	- - ditto	118 4	12 7	6 6	48	69	32		
1,756	14,882	Don	ditto	1861	1851	- - ditto	76 4	15 2	7 9	18	54	30		
1,757	18,053	Lass o'Gowrie	ditto	1862	1856	W. W. Ford	79 6	16 7	9 0	12	65	27		
1,758	45,514	Gazelle	ditto	1863	1860	W. Hayman	47 3	6 7	3 9	5	9	16	iron, screw.	
1,759	55,161	Lee	ditto	1866	1866	William Lee and another	101 0	18 8	7 4	63	89	26		
1,760	55,163	William Hayman	ditto	„	„	Maltman W. Shaw and others	200 0	28 1	15 8	521	663	90	iron, screw.	
1,761	55,176	Medway	ditto	„	„	William Hayman	78 2	16 6	5 8	55	60	30	iron, screw.	
1,762	50,176	Garibaldi	ditto	1867	1865	George Smeed	72 5	15 0	7 2	15	50	32	iron.	
1,763	23,059	Sylph	ditto	1868	1844	William Gills and another	125 2	14 1	6 8	42	66	32	wood and iron.	
1,764	20,230	*Erin	Rye	1854	1851	Commissioners of Rye Harbour	74 5	13 4	7 3	21	52	28		
1,765	44,310	Kate	Scarborough	1865	1862	Harcourt Johnstone and others	73 2	16 0	8 5	16	40	32		
1,766	56,180	Swallow	ditto	1868	1852	James Swallow	131 7	15 1	7 3	50	93	30	iron.	
1,767	19,050	Little Western	Scilly	1858	1858	T. J. Buxton and others	115 9	18 5	9 4	67	115	35	iron, screw.	
1,768	14,572	*Waterston	Shields	1848	1848	E. M. Mathews	66 3	13 4	8 1	16	51	23		
1,769	2,449	*Britannia	ditto	1849	1849	Pearson and Company	71 4	14 8	8 5	19	63	30		
1,770	4,989	*Northumberland	ditto	1850	1837	North and South Shields Ferry Company	65 9	16 6	8 4	18	74	33		
1,771	2,443	*Blyth	ditto	1851	1851	Robert and John Bell	71 0	14 8	8 3	23	63	26		
1,772	10,168	*Conqueror	ditto	„	„	William Hall	75 0	14 5	8 7	25	69	30		
1,773	2,020	*Grace Darling	ditto	„	„	William Cowry	61 6	10 9	6 4	11	28	12		
1,774	40,171	*Tam O'Shanter	ditto	„	„	Robert Chisholm	74 8	14 6	8 9	19	66	30		
1,775	12,109	*Vigilant	ditto	1852	„	Marquis of Tichfield	78 0	16 2	9 1	33	89	50		
1,776	–	*Henry Wright	ditto	„	„	H. G. Graham and another	93 8	18 0	9 7	42	113	50		
1,777	7,643	*Roberts and Ann	ditto	„	1843	William Young and others	66 2	14 3	8 0	18	57	26		
1,778	26,140	*Welcome	ditto	„	1847	Edward Scott	67 2	14 4	8 1	14	55	29		
1,779	15,259	*John Lee	ditto	1853	„	Andrew Armour and others	60 0	12 9	7 1	10	36	18		
1,780	7,633	*Test	ditto	„	1853	A. R. Grant	79 5	15 5	9 2	31	82	35		
1,781	10,179	*Economy	ditto	„	1848	William Minto	65 0	13 8	7 9	17	51	26		
1,782	10,165	*Harmony	ditto	1854	1847	Henry Strachan	66 1	13 2	8 0	14	48	20		
1,783	2,083	*Brilliant	ditto	„	1849	Brown and Company	62 3	12 3	7 0	14	38	13		
1,784	7,645	*Albion	ditto	„	1852	R. Dawson	69 8	14 6	8 2	18	59	25		
1,785	–	*Queen	ditto	„	1854	William Scott	81 2	13 6	7 4	63	83	–		
1,786	2,038	*Rob Roy	ditto	1855	1855	James Cowperthwaite	73 2	13 3	7 5	20	50	20		
1,787	2,166	Brothers	ditto	„	„	Christopher and John Askew	82 0	16 0	8 0	28	81	35		

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hull.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,788	2,115	William and Mary	Shields - 1855	1855	Richard Dixon	71 2	14 6	7 6	21	54	20	
1,789	2,155	British Warrior	ditto - „	„	William Bell and others	76 3	15 0	8 1	27	65	26	
1,790	22,641	Princess	ditto - „	1841	H. Steward and another	72 6	12 4	6 7	15	41	16	
1,791	15,260	Sir George Grey	ditto - 1856	1856	Arthur Sinclair	84 0	16 0	9 0	49	78	40	
1,792	17,044	Expert	ditto - „	„	J. R. Lawson	75 2	15 3	8 0	10	52	25	
1,793	17,043	Enterprise	ditto - „	„	P. Cooper and Company	80 8	15 5	8 0	10	60	30	
1,794	17,058	Apollo	ditto - „	„	George Burnett and another	78 6	15 9	9 5	17	63	30	
1,795	18,059	Earl Percy	ditto - 1857	1857	Robert Lough	81 0	16 0	8 7	13	63	30	
1,796	10,106	Thomas and Mary	ditto - „	„	Thomas Dawson & Son	83 7	17 6	9 3	12	77	43	
1,797	13,313	Restless	ditto - „	„	Mary and Joseph Brookbank	81 4	16 8	8 0	17	68	30	
1,798	13,315	Alacrity	ditto - „	„	William and John Ray	75 8	15 0	8 0	11	56	26	
1,799	14,958	Chanticleer	ditto - „	„	James Hewitt and others	75 8	15 0	8 4	12	54	25	
1,800	15,992	Bests	ditto - „	„	A. Bullock and another	77 0	16 0	8 0	9	62	28	
1,801	19,394	Lass o'Gowrie	ditto - „	„	Lamb and Verdy	80 9	16 0	8 5	14	62	30	
1,802	8,945	Goliah	ditto - „	1854	T. B. and C. D. Barker	80 5	15 9	8 8	13	64	33	
1,803	20,438	Lion	ditto - 1858	1858	ditto	85 4	16 0	9 0	17	75	37	
1,804	21,457	Champion	ditto - „	„	J. R. Lawson	79 6	15 8	8 7	18	61	30	
1,805	21,458	Bull Dog	ditto - „	„	R. Russell and others	78 9	16 1	8 5	13	61	30	
1,806	21,740	Amelia	ditto - „	„	Thomas Dawson and others	82 3	16 4	9 0	16	69	36	
1,807	19,681	Chieftain	ditto - „	1850	John Minto and another	70 3	15 0	8 3	13	47	26	
1,808	22,668	Imperial Prince	ditto - „	1858	T. and E. Sarginson	80 0	15 0	9 5	16	63	25	
1,809	27,351	Echo	ditto - 1859	1859	William Gibson	81 6	16 0	8 0	14	66	30	
1,810	27,370	Robert Pow	ditto - „	„	Henry Gibson and others	85 8	16 7	8 0	19	68	30	
1,811	27,700	Sampson	ditto - „	„	William Milburn and others	81 9	16 3	9 0	18	68	35	
1,812	27,702	John Usher	ditto - „	„	Joseph Ostens and another	85 0	17 3	9 0	23	74	35	
1,813	27,704	Liberty	ditto - „	„	Thomas Vardy and another	80 3	14 9	8 0	20	57	30	
1,814	27,715	Vigilant	ditto - 1860	1860	George Stephenson and another	77 0	16 1	8 6	14	56	25	
1,815	28,588	Tynemouth	ditto - „	„	William Joplin and others	75 0	14 8	7 0	12	46	25	
1,816	4,978	Hercules	ditto - „	1846	William Minto and others	74 2	16 2	8 3	10	53	25	
1,817	2,296	Engineer	ditto - 1861	1853	Robert Chater and others	72 3	14 5	7 9	12	46	24	
1,818	29,703	Northern Light	ditto - „	1861	John Bewick and others	92 8	17 7	9 5	33	92	38	
1,819	29,708	Renard	ditto - „	„	George Wharrier and another	81 0	16 6	9 1	22	68	29	
1,820	19,384	Gipsey Queen	ditto - „	1857	Philip Clendon	74 5	15 2	7 8	11	47	24	
1,821	4,996	Onyx	ditto - „	1847	Anthony Potts	68 6	14 5	7 9	13	44	24	
1,822	27,365	Rapid	ditto - „	1859	Robert Gray and others	78 0	15 6	8 5	15	58	28	
1,823	29,717	British Hero	ditto - „	1861	Joseph Watson, senior and junior	79 5	16 9	8 8	18	64	28	
1,824	44,283	Sunbeam	ditto - 1862	1862	Benjamin Pearson and another	76 5	16 1	8 3	15	42	25	
1,825	2,311	Lion	ditto - „	1845	Thomas Legg	66 1	15 0	8 0	9	45	22	
1,826	42,297	Britannia	ditto - „	1862	William Revely and others	78 5	16 4	9 1	18	65	29	

1,827	44,306	Warrior	ditto	„	„	Robert Thompson and others	78	5	16	5	8	6	20	63	26			
1,828	26,135	Messenger	ditto	„	1843	W. G. Gray and others	71	5	15	7	8	0	10	55	25			
1,829	12,683	Sir Walter Scott	ditto	1863	1857	Luke Barrett	72	2	16	4	8	0	16	50	30			
1,830	45,602	Excelsior	ditto	„	1863	G. Oyston and others	82	0	17	3	8	9	24	73	30			
1,831	45,607	Renown	ditto	„	„	Henry Anderson and another	85	6	17	5	9	5	26	88	45			
1,832	6,911	Elswick	ditto	„	1848	J. Gray	71	6	15	5	8	0	11	48	20			
1,833	45,616	Tyne	ditto	„	1863	H. Taylor and others	180	3	27	3	15	7	452	569	70	iron, screw.		
1,834	28,589	Northumberland	ditto	„	1860	Tyne Improvement Commissioners	82	2	23	4	7	5	41	103	37	iron.		
1,835	29,721	Percy	ditto	„	1861	- - ditto	59	5	15	0	6	0	12	35	18			
1,836	24,414	Favourite	ditto	„	1828	- - ditto	54	3	12	0	6	1	5	24	9			
1,837	45,622	Ganges	ditto	„	1863	P. Clendon	81	8	16	9	9	1	16	69	35			
1,838	2,161	John Hutton	ditto	„	1854	A. Strong and others	70	6	14	3	7	0	6	42	20			
1,839	4,990	Tyne	ditto	„	1850	Tyne Improvement Commissioners	75	8	22	2	8	0	29	90	36			
1,840	4,991	Durham	ditto	„	1830	- - ditto	70	0	27	8	8	3	21	72	32			
1,841	45,633	Rapid	ditto	1864	1864	J. Heads and another	82	0	17	1	9	3	19	74	31			
1,842	45,637	Chip Chase	ditto	„	„	Hugh Taylor and others	181	3	27	0	15	6	428	540	70	iron, screw.		
1,843	49,741	Mariner	ditto	„	„	George Stokel and another	84	8	16	3	8	9	24	70	30			
1,844	21,287	Venture	ditto	„	1858	Peter Cunningham	76	7	15	0	8	4	9	52	27			
1,845	49,749	Jonathan Blacklock	ditto	„	1864	Joseph Blacklock and another	81	2	17	5	9	1	22	76	31			
1,846	44,294	Effort	ditto	„	1862	Thomas Dixon	70	7	14	5	7	6	14	44	18			
1,847	29,867	Favourite	ditto	„	1860	James Dodds and another	70	5	14	7	7	6	10	42	25			
1,848	44,312	Pearl	ditto	1865	1862	Henry Proctor and others	81	4	17	4	9	1	21	74	31			
1,849	14,507	Normanby	ditto	„	1855	T. B. Morton	151	6	22	8	13	2	245	314	50	iron, screw.		
1,850	49,766	Empress	ditto	„	1865	William Bengall and others	89	4	18	1	9	4	30	91	36			
1,851	49,777	Robert Burns	ditto	„	„	H. B. Pring	86	6	18	5	9	4	27	86	35			
1,852	15,773	Contest	ditto	„	1856	William Minto	77	5	16	6	8	8	14	64	30			
1,853	53,439	Rambler	ditto	„	1865	William Dodds and another	76	6	16	1	9	2	15	63	29			
1,854	53,440	Perthshire	ditto	„	„	Alexander Bridges and another	74	0	16	4	9	0	14	60	29			
1,855	53,437	William	ditto	„	„	Joseph Honeyman	85	7	17	0	9	2	27	80	34			
1,856	29,709	Heather Bell	ditto	„	1861	Alexander Scott	73	4	15	1	7	5	16	45	20			
1,857	29,707	Stranger	ditto	„	„	John Harrison and others	80	0	16	5	9	0	20	67	30			
1,858	53,444	Little John	ditto	„	„	Joseph Storey and others	78	4	17	0	9	0	20	70	35			
1,859	53,446	Blue Bonnet	ditto	1866	1866	Thomas Spence and others	82	6	17	1	9	1	19	75	34			
1,860	10,166	Lees	ditto	„	1853	Francis Stafford and others	74	5	14	3	8	4	14	50	25			
1,861	53,451	Terrier	ditto	„	1866	Andrew Brown and others	79	5	16	6	9	0	19	70	30			
1,862	21,452	Lifeguard	ditto	„	1858	William Hall and another	79	7	16	2	8	6	12	60	29			
1,863	53,449	Ospray	ditto	„	1866	A. R. Grant and another	84	2	17	2	9	2	21	79	34			
1,864	28,571	Blue Jacket	ditto	„	1860	William Best and another	85	7	17	4	9	0	23	76	40			
1,865	53,452	Wallsend	ditto	„	1866	John Turner and another	86	0	17	5	9	1	26	80	32			
1,866	27,359	Vixen	ditto	„	1859	George Wharrier and another	81	2	16	0	9	1	19	66	30			
1,867	16,791	Tyne	ditto	„	1857	Robert Mann	84	0	16	3	8	6	11	67	35			
1,868	53,456	Orient	ditto	„	1866	Thomas Hunter and another	76	4	15	1	8	8	18	58	30			
1,869	53,462	Ranger	ditto	„	„	Peter M. Stephenson and others	77	4	16	7	9	0	15	64	26			
1,870	53,460	Unity	ditto	„	„	William Bengall and others	79	7	17	4	9	2	17	72	31			
1,871	53,473	Collingwood	ditto	„	„	Hugh Taylor and another	195	6	27	2	15	2	415	611	100	iron.		
1,872	49,779	Bull Dog	ditto	„	„	- - ditto	99	6	20	1	7	1	76	100	40	iron, and twin screw.		
1,873	53,476	Gladiateur	ditto	„	„	Nicholas Strong and others	83	2	16	7	9	2	14	70	35			
1,874	53,479	Achievement	ditto	„	„	George Sutton and others	102	6	18	9	10	5	36	125	50	iron.		

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,875	53,481	Scotia	Shields - 1866	1866	F. P. Hacquoid and others	81 6	17 7	9 0	17	72	30	
1,876	53,470	Durham	ditto „	„	Tyne Improvement Commissioners	94 1	26 4	8 2	37	141	44	iron.
1,877	53,483	Prudhoe Castle	ditto „	„	Northumberland Steam Shipping Company (Limited).	211 6	28 1	17 4	553	813	90	iron, screw.
1,878	56,462	Stephenson	ditto „	„	William Stephenson	79 7	17 6	9 3	16	74	31	
1,879	56,463	Bolivar	ditto „	„	James Hunter and others	200 7	28 3	16 1	479	705	96	iron, screw.
1,880	53,485	Terrible	ditto „	„	Joseph Ostens and another	87 2	18 1	9 3	22	85	35	
1,881	28,596	Sir William Wallace	ditto „	1861	John Wallace	73 1	15 2	7 6	19	48	20	
1,882	7,266	Caledonia	ditto „	1846	Robert Chisholm and another	76 3	15 6	8 3	12	55	26	
1,883	56,469	Mary Usher	ditto „	1866	Joseph Ostens	90 0	18 2	9 6	21	91	36	
1,884	56,472	Teazer	ditto „	„	Joseph Blacklock and another	81 5	17 3	9 3	14	71	30	
1,885	56,475	Columbus	ditto „	„	John Bewick and others	80 8	17 5	9 1	18	73	30	
1,886	7,261	Ovington	ditto - 1867	1838	Francis Warren	63 5	13 0	7 2	14	41	20	
1,887	56,474	Lady of the Lake	ditto „	1866	Solomon Mease and another	55 5	18 1	6 0	24	36	12	screw.
1,888	56,483	Bull Dog	ditto „	1867	Henry Jobes and another	78 1	16 9	8 9	17	67	28	
1,889	56,486	John Bewick	ditto „	„	John Bewick and others	94 7	18 3	9 0	25	98	40	
1,890	16,151	Harvest Home	ditto „	1847	James Pletts and others	66 9	15 0	7 9	10	43	23	
1,891	56,491	Conquest	ditto „	1867	William Chisholm	81 1	17 1	9 0	11	69	30	
1,892	56,493	Integrity	ditto „	„	George Chisholm	86 8	17 8	9 4	21	85	33	
1,893	7,754	Tartar	ditto „	1853	G. H. English	79 2	16 5	8 0	22	40	30	
1,894	28,576	Home	ditto „	1860	George Stephenson	79 4	15 7	8 0	15	58	26	
1,895	26,959	Anne	ditto „	1853	Launcelot Newton	64 4	12 2	6 7	12	30	13	
1,896	56,500	George	ditto „	1867	Solomon Mease and another	60 0	18 6	6 3	28	41	8	screw.
1,897	6,362	Vigilant	ditto „	1848	David Renwick	77 9	16 9	9 0	8	67	40	
1,898	56,508	Rescue	ditto „	1867	A. R. Brown and another	85 1	17 6	9 4	17	82	34	
1,899	56,511	Jumna	ditto „	„	Thomas Stoker	77 5	16 0	8 7	18	62	24	
1,900	56,510	Albion	ditto „	1855	Richard Storey and another	48 9	16 4	5 8	16	25	10	screw.
1,901	56,518	Protector	ditto „	1867	Peter Dixon	89 7	18 0	9 5	21	84	36	
1,902	18,240	Venus	ditto „	1857	John Bengall and others	75 4	15 7	8 4	11	53	24	
1,903	60,480	John Smart	ditto - 1868	1868	John M. Smart	94 4	17 9	9 7	21	93	40	
1,904	60,479	Washington	ditto „	„	W. W. Jacobs and others	95 3	18 3	9 9	8	98	52	
1,905	60,484	Scotia	ditto „	„	Andrew Bain	82 6	17 5	9 2	15	78	34	
1,906	60,485	Rock Light	ditto „	„	William T. Heads	90 5	17 8	9 4	15	87	39	
1,907	60,488	Hazard	ditto „	„	Demetrius Vidovich	92 8	18 5	9 7	15	99	40	
1,908	53,442	Walker	ditto „	1865	Joseph Ostens	85 9	18 3	9 1	19	85	34	
1,909	56,476	Gem	ditto „	1866	George Oyston	86 5	17 1	9 7	11	80	44	
1,910	60,489	Refuge	ditto „	1868	Robert Forster and others	82 7	17 4	9 4	6	74	30	
1,911	60,490	Stork	ditto „	„	Joseph Ostens	86 2	17 6	9 2	13	80	33	
1,912	60,491	Ivanhoe	ditto „	„	John Robert Kelso and others	204 9	30 2	17 2	650	829	90	iron, screw.

1,913	13,999	Fury	- - -	ditto	- „	1857	Jacob Tweedy and another	- - -	80	7	17	1	9	0	16	69	30	
1,914	60,495	Etna	- - -	ditto	- „	1868	Matthew Cockburn	- - - - -	105	0	19	3	10	2	22	121	49	
1,915	60,478	Stanley	- - -	ditto	- „	„	Robert Brotherick Avery	- - - -	90	6	17	9	9	6	20	91	40	
1,916	60,496	William Scott	-	ditto	- „	„	John Brodie and others	- - - -	87	2	17	3	9	1	9	78	35	
1,917	60,498	Sorrento	- -	ditto	- „	„	R. S. Donkin and others	- - - -	218	0	30	5	17	3	752	1,019	100	iron, screw.
1,918	60,502	Kildare Castle	-	ditto	- „	„	Northumberland Steam Ship Company (Limited).		222	0	28	6	17	0	583	921	100	iron, screw.
1,919	7,369	Pilot	- - -	ditto	- „	1856	William Minto	- - - - - -	86	0	18	0	9	6	52	83	45	
1,920	60,487	Shields	- - -	ditto	- „	1868	Tyne Improvement Commissioners	- -	68	2	16	5	8	2	8	59	22	iron.
1,921	28,335	Hellan	- - -	South Shields	1860	1860	Joseph Honeyman	- - - - -	89	7	16	4	8	7	16	63	30	
1,922	28,341	Volunteer	- -	ditto	- „	1859	J. C. Stevenson and another	- - -	74	4	16	7	8	5	15	67	32	iron.
1,923	28,346	Messenger	- -	ditto	- 1861	1861	William Thomas and another	- - -	81	7	16	5	8	6	19	62	30	
1,924	28,347	Moselle	- - -	ditto	- „	„	John Green and others	- - - -	88	7	18	1	9	8	26	92	40	
1,925	43,631	Defence	- - -	ditto	- 1862	1862	John Hall and others	- - - -	81	8	17	3	8	9	22	69	30	
1,926	43,639	Spray	- - -	ditto	- „	„	J. B. Middleton	- - - - -	71	5	15	0	8	1	16	47	30	
1,927	43,644	Pilots	- - -	ditto	- „	„	Joseph Smith	- - - - - -	81	4	16	6	9	0	25	72	28	
1,928	43,655	Prince Alfred	- -	ditto	- 1863	1863	Lancelot Gibson and others	- - -	91	0	18	4	9	5	31	92	45	
1,929	10,138	Telegraph	- -	ditto	- 1864	1852	John Foster and others	- - - -	77	6	16	4	8	8	20	66	30	
1,930	19,878	War Eagle	- -	ditto	- „	1857	Thomas Forrest and another	- - -	80	8	16	1	8	8	14	64	30	
1,931	27,698	Harkaway	- -	ditto	- „	1859	C. W. Robson and another	- - -	83	0	16	9	8	7	21	71	30	
1,932	47,178	Albany	- - -	ditto	- 1865	1865	James Cawood	- - - - - -	75	5	18	2	7	0	35	72	307	iron.
1,933	27,046	T. D. Marshall	-	ditto	- „	1859	Joseph Gray	- - - - - -	83	2	16	4	8	8	18	65	30	
1,934	28,348	Pelaw	- - -	ditto	- 1866	1861	T. J. Newton and others	- - - -	77	8	16	5	8	4	19	60	27	
1,935	28,593	Cruizer	- - -	ditto	- „	„	T. J. Newton and another	- - - -	86	0	16	9	9	5	28	80	38	
1,936	56,102	Great Emperor	-	ditto	- „	„	John Dawson and others	- - - -	89	6	17	6	9	3	22	82	35	
1,937	19,385	Scottish Maid	-	ditto	- „	1857	A. Whale	- - - - - -	76	1	15	7	8	2	12	56	26	
1,938	47,164	Robert Scott	- -	ditto	- „	1863	J. Cross and another	- - - - -	87	4	17	5	9	3	27	84	35	
1,939	10,169	Jubilee	- - -	ditto	- „	1847	William Head	- - - - - -	69	1	14	6	8	3	11	46	20	
1,940	56,106	Storm King	- -	ditto	- „	1866	William Aitken and others	- - -	89	1	18	3	9	5	22	66	35	
1,941	56,107	Friends	- - -	ditto	- „	„	Robert Mann and others	- - - -	85	3	17	0	8	9	15	76	33	
1,942	56,108	Express	- - -	ditto	- „	„	Robert Looney	- - - - -	54	2	17	9	6	6	16	35	12	screw.
1,943	2,266	Shannon	- -	ditto	- „	„	David Osborn	- - - - -	71	1	14	8	7	9	15	45	23	
1,944	56,112	Advance	- -	ditto	- 1867	1867	Nicholas Strong and others	- - -	87	8	17	0	9	5	29	95	45	iron.
1,945	29,245	Pilot	- - -	ditto	- „	1848	John Redhead and another	- - -	71	0	15	5	7	8	11	47	25	
1,946	26,950	Wonder	- - -	ditto	- „	1854	John Appleby and another	- - -	74	6	14	7	7	8	10	47	25	
1,947	58,691	Fiery Cross	- -	ditto	- „	1867	Timothy Wheatley and others	- - -	87	3	18	3	9	3	21	87	35	
1,948	58,695	Rebocador	- -	ditto	- „	„	William Gruis	- - - - - -	112	5	19	6	9	9	33	129	70	
1,949	29,289	Flying Dutchman	-	ditto	- „	1861	William Wright	- - - - -	106	3	19	1	10	1	45	126	50	iron.
1,950	56,696	Hellespont	- -	ditto	- „	1867	James Wardle and another	- - -	115	1	19	8	9	9	72	137	60	iron.
1,951	58,697	Henry Wright	-	ditto	- „	„	William Wright	- - - - -	95	2	17	0	9	2	26	88	40	
1,952	7,143	Hercules	- -	ditto	- 1868	1853	William Turnbull	- - - - -	80	5	17	1	8	4	22	63	30	
1,953	43,636	Newcastle	- -	ditto	- „	1862	T. F. Bell	- - - - - -	151	4	20	9	11	0	211	283	45	iron, screw.
1,954	58,706	Twist	- - -	ditto	- „	1868	William Wright	- - - - -	94	3	17	0	9	3	22	89	40	
1,955	58,709	Milo	- - -	ditto	- „	„	T. J. Newton and others	- - - -	86	7	17	8	9	4	10	81	35	
1,956	58,710	Marion	- - -	ditto	- „	„	Peter Dixon	- - - - -	91	0	17	9	9	6	17	90	40	
1,957	58,711	Pera	- - -	ditto	- „	„	George and John Robertson	- - -	102	1	18	1	9	0	17	104	50	iron, screw.
1,958	58,713	Sea Belle	- -	ditto	- „	„	J. S. Marshall and another	- - -	84	7	16	4	9	4	11	11	34	
1,959	58,714	Meggie Stuart	-	ditto	- „	„	J. M. Smart	- - - - - -	97	6	18	6	9	6	16	16	60	
1,960	58,716	Robin Hood	- -	ditto	- „	„	William Wright and others	- - -	88	9	17	0	9	3	12	12	40	

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
1,961	27,427	Pilots - - -	Shoreham - 1860	1859	John Bartley and others - - - -	77 3	16 6	9 0	15	71	34	
1,962	13,862	*Ruby - - -	Southampton 1841	1841	W. A. Fitzhugh and others - - -	114 9	16 4	8 1	53	111	40	
1,963	13,863	*Pearl - - -	ditto - 1844	1844	Southampton, Isle of Wight, and South of England Royal Mail Packet Company.	89 8	13 3	7 9	33	64	32	
1,964	13,825	Wonder - - -	ditto - 1847	„	London and South Western Railway Company	158 0	20 6	10 1	137	218	160	
1,965	13,813	*Transit - - -	ditto - „	1835	- - ditto - - - - - - -	126 0	19 6	13 0	160	267	80	
1,966	13,814	Courier - - -	ditto - 1848	1847	- - ditto - - - - - - -	167 0	22 5	10 8	147	265	200	
1,967	13,865	*Queen - - -	ditto - „	1848	Southampton, Isle of Wight, and South of England Royal Mail Packet Company.	117 1	14 0	7 5	56	94	40	
1,968	13,819	Dispatch - -	ditto - 1850	1847	London and South Western Railway Company	166 7	22 1	11 6	149	273	200	
1,969	13,860	Medina - - -	ditto - 1853	1852	Southampton, Isle of Wight, and South of England Royal Mail Packet Company.	120 8	14 9	8 6	55	103	50	
1,970	13,805	Atalanta - -	ditto - „	1836	London and South Western Railway Company	160 4	22 1	12 7	162	313	120	
1,971	25,119	*Gem - - -	ditto - „	1840	Joseph Stace and others - - - -	107 6	14 9	8 0	47	87	40	
1,972	13,809	*Argyll - - -	ditto - „	1851	Henry Lowndes - - - - -	99 0	16 3	7 4	65	92	20	iron, screw.
1,973	13,965	*Monarch - -	ditto - 1854	1854	Southampton Steam Towing Company -	95 4	17 5	9 7	46	122	80	iron.
1,974	25,115	Alliance - - -	ditto - 1855	1855	London and South Western Railway Company	175 5	23 7	14 6	168	361	225	iron.
1,975	11,385	Havre - - -	ditto - 1856	1856	- - ditto - - - - - - -	184 7	24 0	14 5	200	387	220	iron.
1,976	16,149	Red Lion - -	ditto - 1858	„	Inman and Sharp - - - - - -	76 8	15 0	8 0	14	54	29	
1,977	22,532	Emerald - -	ditto - „	1857	Southampton, Isle of Wight, and South of England Royal Mail Packet Company.	105 0	14 1	8 1	44	26	32	iron.
1,978	22,538	Louisa - - -	ditto - 1859	1858	W. Winkworth - - - - - - -	79 8	12 4	5 6	23	37	20	iron.
1,979	27,362	Pioneer - - -	ditto - „	1859	J. T. Leather - - - - - -	75 3	15 5	8 1	13	52	24	
1,980	28,108	Cambrian - -	ditto - 1860	1860	Union Steam Ship Company - - -	245 1	30 1	18 4	868	1,055	120	iron.
1,981	28,109	Southampton - -	ditto - „	„	London and South Western Railway Company	215 5	25 4	12 7	299	774	250	iron.
1,982	29,130	Sapphire - -	ditto - 1861	1861	Southampton, Isle of Wight, and South of England Royal Mail Packet Company.	120 3	14 5	7 5	51	82	40	iron.
1,983	11,389	Phœnix - - -	ditto - „	1854	Southampton Steam Towing Company -	72 9	19 6	7 9	30	70	40	
1,984	13,973	Aid - - - -	ditto - „	1852	- - ditto - - - - - - -	84 8	17 3	9 7	28	82	45	
1,985	29,884	Briton - - -	ditto - „	1861	Union Steam Ship Company - - -	248 0	30 7	23 9	929	1,164	120	iron, screw.
1,986	29,885	American - -	ditto - „	„	B. H. Hartley - - - - - -	130 3	25 5	8 2	32	173	80	iron.
1,987	29,100	Lord of the Isles -	ditto - 1862	„	Southampton, Isle of Wight, and South of England Royal Mail Packet Company.	135 5	18 0	7 0	60	91	60	iron.
1,988	43,772	Lady of the Lake -	ditto - „	„	- - ditto - - - - - - -	147 6	17 9	7 6	66	104	60	
1,989	44,904	Frederica - -	ditto - 1863	1863	W. Winkworth - - - - - -	80 4	12 1	5 6	21	35	16	iron.
1,990	44,905	Saxon - - -	ditto - „	„	United Steam Ship Company - - -	245 0	31 8	23 7	894	1,141	220	iron, screw.
1,991	44,906	Roman - - -	ditto - „	„	- - ditto - - - - - - -	267 0	32 4	23 6	1,027	1,282	220	iron, screw.
1,992	44,911	Normandy - -	ditto - „	„	London and South Western Railway Company	209 9	24 1	12 7	204	425	225	iron.

1,993	44,913	Solent	ditto	„	„	G. Inman and another	85	4	15	6	7	1	33	56	32	
1,994	16,254	Dumfries	ditto	„	1857	London and South Western Railway Company	112	0	18	0	9	0	84	124	30	iron, screw.
1,995	47,981	Brilliant	ditto	1864	1864	G. H. Ackers	192	3	21	1	14	7	250	331	100	iron, screw.
1,996	47,998	Anglican	ditto	„	„	United Steam Ship Company	204	9	26	3	15	9	532	661	80	iron, screw.
1,997	47,990	Brittany	ditto	„	„	London and South Western Railway Company	215	6	25	6	13	1	333	529	250	iron.
1,998	26,152	Griffin	ditto	1865	1858	- - ditto	155	0	20	1	11	8	151	265	60	iron, screw.
1,999	51,284	Mauritius	ditto	„	„	Union Steam Ship Company (Limited)	210	0	26	4	15	2	442	587	120	iron, screw.
2,000	51,287	St. Malo	ditto	„	1865	London and South Western Railway Company	161	0	22	0	12	0	171	301	100	iron, screw.
2,001	47,180	Southampton	ditto	„	„	Southampton Steam Collier and Coal Company (Limited).	189	5	27	9	16	6	506	610	80	iron, screw.
2,002	51,288	Natal	ditto	„	„	Union Steam Ship Company (Limited)	205	9	27	8	15	5	487	618	100	iron, screw.
2,003	51,290	Norseman	ditto	„	„	- - ditto	262	8	32	2	16	5	960	1,245	220	iron, screw.
2,004	51,295	Hampshire	ditto	1866	1866	William Hill and others	188	7	28	8	16	3	425	625	85	iron, screw.
2,005	51,296	Celt	ditto	„	„	Union Steam Ship Company (Limited)	274	5	34	4	17	8	1,078	1,439	300	iron, screw.
2,006	51,300	Mayflower	ditto	„	„	Samuel Perry and others	98	3	15	7	6	8	45	69	40	iron.
2,007	56,123	Salisbury	ditto	„	„	Southampton Steam Collier and Coal Company (Limited).	187	4	28	2	16	9	432	635	80	iron, screw.
2,008	56,124	Dane	ditto	„	„	Union Steam Ship Company (Limited)	227	7	28	2	17	0	536	788	160	iron, screw.
2,009	56,125	Vectis	ditto	„	„	Southampton, Isle of Wight, and South of England Royal Mail Packet Company.	150	6	18	2	8	2	87	137	60	
2,010	53,208	Basingstoke	ditto	„	1865	Robert Eskley	201	5	27	2	15	8	519	649	80	iron, screw.
2,011	56,130	Cæsarea	ditto	1867	1867	London and South Western Railway Company	187	2	24	3	13	5	210	408	130	iron, screw.
2,012	56,135	Sea Horse	ditto	1868	„	Countess of Cardigan	143	0	21	8	10	2	80	167	60	iron, screw.
2,013	871	Granville	ditto	„	Unknown.	London and South Western Railway Company	147	7	19	2	9	4	50	131	70	iron.
2,014	56,137	May Fly	ditto	„	1867	Tyrwhit Walker	69	8	13	1	8	8	22	40	18	screw.
2,015	19,076	Waverley	ditto	„	1865	London and South Western Railway Company	222	2	26	8	13	6	277	593	280	iron.
2,016	21,595	Northam	ditto	„	1858	C. A. Day	274	0	34	7	14	9	905	1,330	400	iron, screw.
2,017	10,484	*British Queen	Stockton	1840	1840	Hannah Strong	82	7	16	0	8	9	39	90	50	
2,018	7,064	*Reaper	ditto	1850	1837	Edward Forster	74	2	14	1	8	0	22	63	35	
2,019	19,484	*Voltigeur	ditto	1851	1851	George Craggs	83	0	15	9	8	6	29	82	45	
2,020	16,223	Stockton	ditto	1857	1857	Timothy Hughes	158	3	25	8	13	4	311	392	180	iron, screw.
2,021	16,225	Tees	ditto	„	„	John Dixon and others	158	4	25	7	14	0	313	376	70	iron, screw.
2,022	12,437	War Eagle	ditto	„	1847	William and Charles Duncan	74	3	16	2	8	4	11	56	38	
2,023	17,051	Echo	ditto	1858	1856	W. and C. C. Duncan	81	3	16	8	8	0	17	65	33	
2,024	26,430	Forget-me-not	ditto	1863	1848	Jane Dixon	92	3	12	9	6	0	42	59	14	iron.
2,025	7,063	Victory	ditto	1865	1852	Hannah Strong	120	7	20	5	10	9	101	160	45	
2,026	53,232	James Shaw	ditto	1866	1866	Tees and Thames Screw Steam Shipping Company (Limited).	170	1	26	1	14	0	353	449	70	iron, screw.
2,027	53,231	Prairie Flower	ditto	„	1865	George Dixon	100	5	16	0	6	3	47	75	25	iron.
2,028	53,233	Thames	ditto	„	1866	William Berrington and others	160	1	25	5	13	5	272	400	70	iron, screw.
2,029	53,235	Prince of Wales	ditto	1868	1868	George Dixon	90	6	15	0	6	6	17	58	25	iron.
2,030	53,237	Dauntless	ditto	„	„	Alexander Petrie	86	4	17	5	9	2	15	83	32	
2,031	–	*Pride in the North	Sunderland	1844	1837	Thomas Winter and another	44	4	9	5	5	6	7	17	–	
2,032	7,327	*Earl of Sunderland	ditto	1847	1846	Marquis of Londonderry	72	5	15	2	8	9	17	73	4	
2,033	14,198	*Haswell	ditto	1848	1844	William Nicholson	75	8	15	8	9	0	21	79	45	
2,034	23,728	Whitwell	ditto	1851	„	William Jameson and others	64	0	14	2	7	9	5	42	25	
2,035	7,317	Engineer	ditto	„	1848	Nicholas Wood	78	5	15	7	8	9	14	69	28	
2,036	23,605	Tom Bowline	ditto	1852	„	Nicholas Cook	63	5	12	8	7	7	20	49	25	

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	——
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
2,037	2,492	Vesta	Sunderland 1853	1847	Edward Brown and others	58 3	12 8	7 0	7	33	18	
2,038	23,624	*Scottish Maid	ditto „	1851	Robert Winter	63 0	13 2	7 2	9	37	20	
2,039	2,475	Industry	ditto 1854	1834	Taylor and Cook	54 2	11 4	6 9	6	28	17	
2,040	2,749	*Clyde	ditto 1855	1847	Francis Welch	67 0	13 5	8 1	20	51	27	
2,041	23,719	Beaufort	ditto „	1855	William and John Nicholson	85 9	17 1	9 3	21	77	45	
2,042	7,334	Lambton	ditto 1856	1852	Earl of Durham	69 0	14 5	7 1	16	48	28	
2,043	7,321	Queen	ditto „	1837	W. F. Stephenson and others	70 0	15 0	7 0	10	50	30	
2,044	17,057	Bee	ditto „	1856	Sunderland Dock Company	82 9	16 6	9 0	14	72	35	
2,045	18,688	Seaton	ditto 1857	1857	Nicholas Wood	175 9	26 9	15 6	375	552	70	iron, screw.
2,046	19,475	Londonderry	ditto „	„	Dowager Marchioness of Londonderry	150 9	26 0	14 8	280	393	60	
2,047	19,795	Water Lily	ditto „	„	P. Wood and others	80 3	16 4	8 0	11	65	20	
2,048	20,494	Harry Vane	ditto „	„	Dowager Marchioness of Londonderry	73 2	16 2	9 5	9	77	40	iron.
2,049	23,712	Gently	ditto 1858	1846	P. Wood and others	72 6	15 6	8 0	13	39	30	
2,050	5,339	Countess of Durham	ditto „	1855	H. T. Morton	177 7	28 1	15 0	421	539	80	iron.
2,051	16,153	Blossom	ditto 1859	1838	Robert Timm	59 6	13 0	6 7	5	31	15	
2,052	28,439	Sampson	ditto 1860	1860	C. R. Fenwick	198 1	32 7	17 8	590	868	120	iron, screw.
2,053	10,164	Helen M'Gregor	ditto „	1848	John Thurlbeck and others	69 4	14 5	8 3	10	44	23	
2,054	28,771	Vigilant	ditto „	1860	George Thomson	90 6	17 3	9 1	25	83	40	
2,055	7,307	Atlas	ditto „	1848	John Frost and others	78 5	17 2	8 4	23	73	35	
2,056	28,795	Wearmouth	ditto „	1860	W. T. Bell and others	74 0	15 4	8 2	16	25	25	
2,057	15,971	Tiger	ditto „	1838	John Ham	61 0	13 0	7 5	14	40	25	
2,058	2,290	Ann and Jane	ditto 1861	1847	H. Brown and others	62 0	15 1	6 5	9	31	18	
2,059	29,248	Seaflower	ditto „	1860	Hutchinson, Joblin, and others	74 0	15 4	8 2	16	55	25	
2,060	2,098	Carrs	ditto „	1855	George Dowell	70 5	14 0	7 4	19	52	20	
2,061	22,666	Marco Polo	ditto „	1858	William Harty and others	77 6	15 9	8 5	11	57	28	
2,062	29,266	Ryhope	ditto „	1860	John Morgan	85 4	18 0	9 3	20	81	40	
2,063	29,864	Southwick	ditto „	1861	William Gray and others	176 9	28 7	16 6	467	591	70	iron, screw.
2,064	2,837	Earl of Durham	ditto „	1854	Earl of Durham	189 6	28 2	16 2	403	593	70	iron, screw.
2,065	29,865	Friends	ditto „	1861	Burton Brown and others	75 6	15 1	7 9	15	49	25	
2,066	43,722	Earl of Elgin	ditto „	„	H. T. Morton and others	176 9	28 7	16 6	480	608	80	iron, screw.
2,067	43,727	Parthenon	ditto „	„	E. T. Gourley	214 6	31 3	18 1	701	876	120	iron, screw.
2,068	43,732	Douglas	ditto „	„	William Stobart and others	189 7	28 5	16 7	533	668	70	screw.
2,069	43,745	Victoria	ditto „	„	William Davison and another	71 1	13 6	7 6	14	46	18	
2,070	43,754	Belmont	ditto „	„	William Brown and another	73 0	15 1	7 8	16	48	20	
2,071	43,757	Atlas	ditto „	„	E. T. Gourley	210 3	31 7	18 1	672	846	100	iron, screw.
2,072	28,036	Thames	ditto 1862	1859	R. M. Hudson and others	142 0	23 0	12 5	192	282	50	iron, screw.
2,073	44,474	Heatherbell	ditto „	1862	Morpeth, Dryden, and others	79 1	17 1	8 8	19	68	30	
2,074	44,494	Volunteer	ditto „	„	E. T. Gourley and another	210 3	31 7	18 1	672	846	100	iron, screw.
2,075	44,496	Blue Bell	ditto „	„	Michael Thurlbeck	73 7	15 8	8 5	16	55	24	

2,076	44,498	Lucerne	ditto	„	„	James Laing	203	1	29	2	16	9	532	679	90	iron, screw.
2,077	20,258	Ocean Bride	ditto	1863	1857	G. Venus and another	74	0	15	0	7	4	11	45	20	
2,078	47,643	Lady Beatrix	ditto	„	1863	Earl of Durham	186	3	28	0	16	7	489	625	80	iron, screw.
2,079	47,649	Ocean King	ditto	„	„	W. T. Bell and others	196	0	29	0	16	0	554	699	90	iron, screw.
2,080	30,032	Black Boy	ditto	1864	1854	Nicholas Wood	166	2	26	7	15	7	387	504	70	iron, screw.
2,081	47,719	Biddick	ditto	„	1864	H. T. Morton and others	185	7	28	9	16	6	504	640	80	iron, screw.
2,082	47,730	Elaine	ditto	„	„	John Cory and another	190	0	28	2	16	0	454	593	100	iron, screw.
2,083	47,733	Tasso	ditto	„	„	George Swainson and others	213	6	28	8	16	4	598	746	99	iron, screw.
2,084	26,450	Killingworth	ditto	1865	1855	Nicholas Wood	170	4	20	0	16	6	393	578	70	iron, screw.
2,085	51,170	Advance	ditto	„	1865	Thomas Parker and others	207	4	29	4	16	5	515	758	100	iron, screw.
2,086	51,192	Tarset	ditto	„	„	R. M. Hudson and others	196	0	29	0	17	0	504	741	120	iron, screw.
2,087	51,195	Corra Linn	ditto	„	„	T. W. C. Murdoch and another	167	0	24	1	12	7	240	316	70	iron, screw.
2,088	51,197	Lumley	ditto	„	„	H. T. Morton and others	195	2	28	8	16	6	538	683	90	iron, screw.
2,089	53,083	Wear	ditto	„	„	T. R. Oswald and others	195	1	28	8	16	7	549	699	90	iron, screw.
2,090	51,171	Ellen Constance	ditto	„	„	John Seager	199	7	27	7	16	2	517	655	100	iron, screw.
2,091	28,325	Hero	ditto	„	1860	John Wilkinson and another	70	8	13	0	6	3	13	33	18	
2,092	2,744	Secret	ditto	„	1851	Thomas Gale	69	5	14	1	7	2	11	39	24	
2,093	53,114	Fatfield	ditto	„	1865	William Stobart and others	185	2	28	7	16	6	511	647	80	iron, screw.
2,094	27,364	Blue Bonnet	ditto	„	1859	John Turpin	74	5	14	9	7	5	14	46	20	
2,095	53,117	Berrington	ditto	„	1865	William Cory and another	180	7	28	0	17	0	488	629	80	iron, screw.
2,096	53,118	Belmont	ditto	„	„	W. T. Bell and others	185	6	28	7	16	7	511	647	80	iron, screw.
2,097	53,121	Como	ditto	„	„	T. and J. C. Gray and others	185	4	28	5	16	8	504	645	80	iron, screw.
2,098	53,127	Venice	ditto	„	„	E. T. Gourley and others	200	5	27	9	17	7	626	786	90	iron, screw.
2,099	54,824	Druid	ditto	1866	1866	R. M. Hudson	194	4	28	7	16	4	473	696	90	iron, screw.
2,100	54,830	Houghton	ditto	„	„	Henry T. Morton	192	0	27	1	13	8	428	535	76	iron, screw.
2,101	54,834	Caradoc	ditto	„	„	James C. Gray and others	180	0	27	0	14	2	401	499	90	iron, screw.
2,102	54,852	Pilot	ditto	„	„	James Potts and others	79	5	16	9	8	9	22	69	30	
2,103	54,855	Derwent	ditto	„	„	Charles R. Fenwick and others	185	4	28	8	16	6	511	650	80	iron, screw.
2,104	54,858	Snowdrop	ditto	„	„	John Wilkinson and others	82	0	18	1	9	2	20	77	34	
2,105	20,256	Bonnie Dundee	ditto	„	1857	Michael Taylor	71	8	14	7	7	7	10	41	24	
2,106	54,866	Iron Age	ditto	„	1866	Thomas Ridley Oswald	232	4	30	7	14	5	858	1,094	130	iron, screw.
2,107	54,876	Rinaldo	ditto	„	„	George Swainston and another	199	2	28	6	16	4	470	691	90	iron, screw.
2,108	54,877	Sherburn	ditto	„	„	Henry Thomas Morton and another	187	0	28	9	16	7	438	644	80	iron, screw.
2,109	29,858	General Havelock	ditto	„	1861	James Laing	185	3	24	0	13	9	322	473	90	iron, screw.
2,110	25,222	Cochrane	ditto	„	1854	Nicholas Wood and others	165	3	26	6	15	6	345	508	75	iron, screw.
2,111	54,888	Denia	ditto	„	1866	R. M. Hudson and others	160	2	27	1	15	7	340	499	70	iron, screw.
2,112	43,736	Lady Havelock	ditto	„	1861	T. R. Oswald	186	0	24	1	13	8	327	480	90	iron, screw.
2,113	18,870	Lyon	ditto	„	1857	Nicholas Wood	166	6	27	1	14	0	370	468	70	iron, screw.
2,114	17,625	Clyde	ditto	1867	1851	T. R. Oswald	181	4	22	9	14	5	327	491	90	iron, screw.
2,115	58,052	Harraton	ditto	„	1867	H. T. Morton	192	0	28	9	16	7	445	654	80	iron, screw.
2,116	27,513	Diamond	ditto	„	1859	James Smith	70	3	14	2	7	7	13	43	24	
2,117	54,846	Sunderland	ditto	„	1866	R. M. Hudson and another	160	2	27	4	16	0	339	499	70	iron, screw.
2,118	58,061	Flamborough	ditto	„	1867	James Livesey	198	7	28	4	16	4	456	670	90	iron, screw.
2,119	58,062	Aber	ditto	„	„	William Nicholson and another	116	3	21	1	10	9	81	166	76	
2,120	20,784	Wansbeck	ditto	„	1835	Edward Brown and another	55	7	11	9	6	7	11	29	18	
2,121	52,844	Hartlepool	ditto	„	1865	James Laing	189	3	27	1	14	9	445	557	70	iron, screw.
2,122	20,491	Lambton	ditto	„	1857	Earl of Durham	188	8	28	3	14	0	479	576	70	iron, screw.
2,123	2,167	Gipsy King	ditto	1868	1855	George Lindsay and others	75	6	15	3	8	1	15	53	26	
2,124	58,125	Waldridge	ditto	„	1868	Robert Weatherley and others	189	9	28	8	16	7	433	662	80	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	——
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
2,125	25,099	Harmony	Sunderland 1868	1859	John Morgan and others	75 0	15 7	8 3	13	54	26	
2,126	58,130	Tynedale	ditto „	1868	James Laing	181 5	26 7	15 4	365	498	80	iron, screw.
2,127	58,138	Cornelia	ditto „	„	Earl Vane	164 5	20 9	12 1	132	212	50	iron, screw.
2,128	2,127	Advance	ditto „	1838	John Taylor and others	63 7	15 2	7 5	9	40	25	
2,129	62,477	Bromsgrove	ditto „	1868	J. G. Hill	191 1	28 6	16 5	428	658	90	iron, screw.
2,130	62,482	Zoe	ditto „	„	R. M. Hudson and others	200 0	28 9	15 2	514	804	85	iron, screw.
2,131	62,487	Milbanke	ditto „	„	ditto	234 3	31 1	17 6	843	1,296	150	iron, screw.
2,132	62,496	General Havelock	ditto „	„	R. M. Hudson and another	190 0	26 3	14 4	439	673	100	iron, screw.
2,133	62,500	Langley	ditto „	„	H. T. Morton and another	193 3	28 9	16 8	457	707	80	iron, screw.
2,134	58,047	Euclid	ditto „	1866	George Clark and others	196 4	29 1	16 6	433	686	90	iron, screw.
2,135	50,178	Cambria	ditto „	1858	E. T. Gourley	240 4	34 1	18 6	1,014	1,349	140	iron, screw.
2,136	44,550	Hector	ditto „	1868	E. T. Gourley and others	243 0	34 8	20 1	209	1,628	200	iron, screw.
2,137	51,181	Achilles	ditto „	1865	ditto	234 7	32 2	18 4	655	1,036	130	iron, screw.
2,138	20,450	*Dragon Fly	Swansea 1840	1840	Rosser Rosser and others	68 3	14 2	8 2	15	64	—	
2,139	44,933	*Pioneer	ditto 1843	1843	Nathaniel Tregelles and others	70 0	16 0	9 4	19	81	—	
2,140	7,926	*Tartar	ditto 1850	1850	James Petrie and others	86 0	16 7	9 4	46	110	50	iron.
2,141	—	*Donna	ditto „	1840	Port Talbot Company	72 6	15 0	8 8	22	69	—	
2,142	5,832	Chieftain	ditto 1856	1847	James Knox	67 3	13 3	7 5	30	47	25	
2,143	2,497	Eagle	ditto 1857	1855	Edward Brown and others	82 5	16 9	9 3	16	73	45	
2,144	24,692	Augusta	ditto 1858	1849	H. R. Vivian	140 4	17 3	10 0	125	184	40	iron, screw.
2,145	20,797	Stella	ditto 1860	1858	J. H. Simpson and others	85 3	17 3	9 3	22	78	45	
2,146	28,057	Minos	ditto „	1860	C. H. Smith	111 7	15 5	9 0	26	94	80	iron.
2,147	29,594	Fleur de Marie	ditto 1861	1845	H. R. Vivian	48 2	11 7	9 2	19	29	10	iron, screw.
2,148	29,600	Morfa	ditto 1862	1862	A. P. Vivian	140 5	25 0	14 0	300	379	40	iron, screw.
2,149	29,599	Charley	ditto 1863	„	R. Williams and others	87 8	17 0	10 0	31	110	60	iron.
2,150	47,857	Havre	ditto 1864	1864	Henry Bath and others	147 4	21 6	12 6	177	260	50	iron, screw.
2,151	47,859	Tweed	ditto „	„	John Dickson	87 3	17 5	9 0	25	82	36	
2,152	45,620	William Scott	ditto 1865	1863	Rosser Rosser	81 6	16 8	9 3	22	72	32	
2,153	51,109	Zeta	ditto „	1865	G. T. Davy and another	191 2	28 2	17 5	558	734	90	iron, screw.
2,154	3,948	Neath Abbey	ditto „	1846	Evan Evans	109 6	17 1	8 9	77	102	60	iron, screw.
2,155	27,358	Pilot	ditto 1866	1859	Neath and Briton Ferry Steam Towing Company (Limited).	86 9	18 0	9 5	22	83	38	
2,156	51,118	John Brogden	ditto „	1866	Alexander Brogden	162 2	27 3	15 5	373	548	80	
2,157	51,119	Porthcawl	ditto „	1865	James Brogden	81 8	16 8	8 7	23	71	32	
2,158	56,022	Ogmore	ditto „	1866	Alexander Brogden	101 3	20 0	9 3	101	149	25	iron.
2,159	28,864	Gratitude	ditto 1867	1860	Neath and Briton Ferry Steam Towing Company (Limited).	72 2	16 5	8 8	13	69	36	
2,160	56,034	Rescue	ditto „	1867	David and Richard Rosser	92 0	18 0	9 2	26	91	50	

2,161	7,265	Stella	ditto	„	1855	H. P. Langlois	74	4	14	7	7	6	11	49	24	
2,162	44,106	Leopard	ditto	„	1861	James Hazel	91	6	14	9	8	2	42	67	25	iron, screw.
2,163	28,149	Velindra	ditto	1868	1860	J. W. Pockett	158	4	19	1	9	1	97	199	100	iron.
2,164	26,036	Henry Southan	ditto	„	1849	- - ditto	139	6	17	8	8	4	81	141	35	iron, screw.
2,165	3,938	Prince of Wales	ditto	„	1842	- - ditto	131	1	23	4	9	5	72	159	64	iron.
2,166	44,296	Great Extended	Teignmouth	1866	1862	S. W. Hutchings and others	80	9	16	4	8	8	23	47	28	
2,167	20,488	Gem	Wells	1863	1857	C. Temple and others	63	8	14	5	7	5	8	39	20	
2,168	18,060	Olive Branch	ditto	1867	„	Robert Leamon and others	75	3	15	2	8	0	12	54	26	
2,169	21,519	Prince	Weymouth	1852	1849	Joseph Cosens and others	128	5	13	3	7	6	61	86	40	iron.
2,170	17,807	Cygnus	ditto	1858	1854	Weymouth and Channel Islands Steam Packet Company.	182	0	21	4	9	7	133	245	120	iron.
2,171	18,602	Aquila	ditto	„	„	- - ditto	180	4	21	0	10	9	138	264	110	iron.
2,172	11,918	Brighton	ditto	1859	1857	- - ditto	193	5	20	9	10	0	180	286	140	iron.
2,173	6,387	Premier	ditto	„	1846	John Tizard and others	140	2	17	0	6	9	62	98	65	iron.
2,174	12,596	Contractor	ditto	1861	1857	J. T. Leather	90	3	17	0	9	0	23	86	40	
2,175	28,012	Commodore	ditto	1863	1863	J. Cosens and others	93	0	18	6	9	6	26	96	60	
2,176	17,458	Esk	Whitby	1857	1857	Whitby and Robin Hood's Bay Steam Packet Company.	89	0	17	7	9	3	21	86	45	
2,177	45,740	Primus	ditto	1865	1865	J. H. Thomas and another	190	6	28	0	16	6	521	656	80	iron, screw.
2,178	45,747	Hilda	ditto	1866	1866	- - ditto	192	7	28	4	16	8	444	653	90	iron, screw.
2,179	58,754	Ebor	ditto	1868	1868	Robert Harrowing	201	7	29	0	17	0	450	705	90	iron, screw.
2,180	9,377	*Prince Albert	Whitehaven	1842	1840	John Collins	82	1	15	0	8	4	37	87	60	
2,181	9,235	Queen	ditto	1845	1844	Isaac Hodgson and others	158	5	23	5	13	4	243	373	180	
2,182	12,788	Ajax	ditto	1865	1855	John Musgrave	94	9	20	9	11	4	11	116	100	
2,183	47,788	Prince of Wales	ditto	„	1862	John Collins	110	1	21	3	9	6	77	152	140	iron.
2,184	14,432	Britannia	Wisbeach	1862	1852	Richard Young	75	7	16	1	8	0	24	66	33	
2,185	45,020	Medusa	ditto	1864	1862	W. S. Lindsay and another	189	4	29	2	16	9	464	602	80	iron, screw.
2,186	44,553	Cambridgeshire	ditto	1865	1865	Richard Young	205	0	28	8	16	0	579	729	98	iron, screw.
2,187	44,554	Isle of Ely	ditto	1866	1866	- - ditto	81	8	17	3	9	2	14	71	31	
2,188	54,882	York	ditto	1867	„	- - ditto	200	8	29	3	16	6	474	697	98	iron, screw.
2,189	44,555	Austin Friars	ditto	1868	1868	Richard Young and another	210	0	30	3	16	0	666	1,036	99	iron, screw.
2,190	62,756	Henry Brand	ditto	„	„	- - ditto	200	8	29	0	16	7	445	699	96	iron, screw.
2,191	14,609	*Derwent	Workington	1850	1849	Trustees of Workington Harbour	73	8	15	7	8	7	18	67	35	
2,192	6,697	Robert Owen	Yarmouth	1860	1848	T. H. Vaux and others	80	0	17	2	8	9	24	75	45	
2,193	28,600	Pioneer	ditto	1862	1861	Great Yarmouth Standard Steam Tug Company.	86	6	17	3	9	5	29	81	33	
2,194	43,909	Sailor	ditto	„	1862	- - ditto	86	6	17	5	9	2	25	79	34	
2,195	21,074	Minnet	ditto	1863	1858	S. J. Fill and others	85	7	16	8	9	3	18	77	40	
2,196	17,056	Andrew Woodhouse	ditto	„	1856	- - ditto	85	6	17	6	9	4	16	79	40	
2,197	45,322	Buccleugh	ditto	„	1863	Richard Reeve and another	134	0	21	4	9	8	131	174	40	screw.
2,198	45,323	Pilot	ditto	„	„	Great Yarmouth Standard Steam Tug Company.	87	3	17	4	9	3	22	80	35	
2,199	53,331	Conquest	ditto	1866	1866	- - ditto	80	2	16	9	9	2	15	72	30	
2,200	58,587	Enterprise	ditto	1868	1868	R. J. Blyth	60	2	12	0	6	8	2	31	40	iron, screw.
2,201	58,590	Enchantress	ditto	„	1850	William Laurie	59	2	14	9	4	2	18	31	15	screw.
2,202	9,490	Eider	ditto	„	1856	J. B. Clarke and another	123	2	20	3	9	8	114	181	40	iron, screw.
2,203	5,150	Zingari	ditto	„	1854	- - ditto	157	8	25	1	12	3	233	342	70	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
2,204	26,349	*City of London -	Aberdeen 1844	1844	James Sim and others - - - -	216 8	30 0	19 2	723	1,117	420	
2,205	20,339	Heatherbell - -	ditto - 1857	1857	John Newton and others - - - -	88 0	17 9	9 6	16	82	40	
2,206	26,622	Gambia - - -	ditto - 1859	1855	James Sim and others - - - -	191 9	26 2	14 3	352	517	80	iron, screw.
2,207	10,099	Britannia - -	ditto - 1860	1857	George Leslie and another - - - -	85 3	11 0	9 0	16	82	40	
2,208	27,575	Derwent - - -	ditto - „	1860	John Newton and others - - - -	78 4	16 7	9 0	11	68	30	
2,209	43,556	Queen - - -	ditto - 1861	1861	John Webster - - - - - -	180 8	26 0	13 2	283	404	120	iron, screw.
2,210	44,434	Bon Accord - -	ditto - 1862	1862	George Leslie and another - - - -	90 9	18 6	9 7	32	99	40	
2,211	48,858	Lily of the West -	ditto - 1864	1864	George M. Neilson - - - - -	51 5	10 4	5 9	11	17	9	screw.
2,212	53,242	City of Aberdeen -	ditto - 1865	1865	Aberdeen Steam Navigation Company -	227 5	29 4	16 0	440	682	170	iron, screw.
2,213	53,246	Douglas - - -	ditto - 1866	1866	Douglas Lapraik - - - - - -	242 7	28 6	19 9	616	874	160	iron, screw.
2,214	19,074	St. Magnus - -	ditto - 1867	1864	George Jamieson and another - - -	220 0	26 0	13 4	299	560	250	iron.
2,215	56,613	St. Clair - - -	ditto - 1868	1868	John Webster and others - - - -	206 5	26 6	14 1	380	588	180	iron, screw.
2,216	17,233	Princess Alice -	ditto - „	1843	Aberdeen, Newcastle, and Hull Steam Company (Limited).	195 0	27 3	13 7	286	473	212	iron.
2,217	56,615	Deacon - - -	ditto - „	1868	George Imlay - - - - - - -	57 5	17 6	6 8	27	39	16	iron, screw.
2,218	60,681	Kwang Tung - -	ditto - „	„	Douglas Lapraik - - - - - -	219 1	31 2	21 0	492	913	170	iron, screw.
2,219	7,841	Pharos - - -	ditto - „	1846	Aberdeen, Newcastle, and Hull Steam Company (Limited).	171 5	21 7	12 8	207	226	150	iron.
2,220	58,671	Hayle - - -	ditto - „	1867	J. B. Owen and others - - - -	147 1	24 7	13 8	223	353	60	iron, screw.
2,221	10,044	*Prince of Wales -	Alloa - 1845	1845	Alloa and Stirling Steam Boat Company -	130 3	21 1	7 9	93	154	80	
2,222	18,273	Robert Bruce - -	ditto - 1857	1856	Thomas Adamson - - - - - -	69 5	17 1	7 6	8	53	27	
2,223	20,792	Victoria - - -	ditto - 1858	1858	Stirling, Alloa, and Kincardine Steam Boat Company.	135 8	15 0	6 0	67	92	40	
2,224	28,228	Alpheus - - -	ditto - 1864	1860	David Sneddon, sen. - - - - -	64 5	17 6	7 4	35	52	20	screw.
2,225	10,001	Stirling Castle - -	ditto - 1866	1826	- - ditto - - - - - -	90 8	22 6	8 3	52	105	40	
2,226	10,036	Siloam - - -	ditto - 1867	1847	James and Alexander Sinclair - - -	50 9	18 7	5 4	23	28	5	screw.
2,227	12,175	Northumberland -	Ardrossan 1859	1852	Earl of Eglinton - - - - -	78 6	17 2	7 9	14	72	40	iron.
2,228	26,988	Earl of Arran - -	ditto - 1860	1860	Ardrossan and Arran Steam Ship Company (Limited).	143 4	18 5	8 5	91	144	80	iron.
2,229	49,744	Terrier - - -	ditto - 1864	1864	Earl of Eglinton - - - - -	79 4	17 5	9 1	21	71	30	
2,230	45,251	Sea Mew - -	ditto - 1865	1863	John Smith and others - - - -	71 5	16 9	8 5	42	61	13	iron, screw.
2,231	55,215	Lizzie - - -	ditto - 1867	1867	William Ross - - - - - -	53 3	14 5	7 4	21	31	12	screw.
2,232	60,617	The Lady Mary -	ditto - 1868	1868	Sir C. E. Scott, bart., and others - -	173 5	20 0	8 3	99	179	110	iron.
2,233	48,620	Countess of Eglinton	ditto - „	1865	Earl of Eglinton and others - - -	165 6	24 1	12 9	225	368	70	iron, screw.
2,234	49,608	Miaca - - -	Ayr - 1866	1866	Thomas Steele and another - - -	160 0	21 1	18 5	306	412	75	iron, screw.
2,235	51,478	Vale of Clwyd -	ditto - „	1865	Thomas Steele and others - - - -	186 5	18 1	7 0	80	155	90	iron.
2,236	55,063	Coila - - -	ditto - 1867	1867	James Paton and others - - - -	179 4	26 2	15 6	435	533	80	iron, screw.
2,237	29,039	Speedwell - -	Barrowstoness 1865	1864	David Bleloch - - - - - -	57 7	13 5	6 6	25	32	14	screw.
2,238	52,910	Hemaja - - -	ditto - 1866	1866	Alexander Morrison - - - - -	66 1	13 8	6 7	31	45	10	iron, screw.

2,239	44,394	Gael - - -	Campbeltown	1867	1867	Campbeltown and Glasgow Steam Packet Joint Stock Company.	211	0	23	2	10	6	185	347	130	iron.
2,240	44,395	Ossian - - -	ditto -	„	„	Duncan M'Lean and others - - -	118	5	18	1	8	0	97	142	25	iron, screw.
2,241	62,751	Kintyre - - -	ditto -	1868	1868	Campbeltown and Glasgow Steam Packet Joint Stock Company.	184	7	22	9	11	5	121	299	90	iron, screw.
2,242	62,752	Dunaverty - -	ditto -	„	„	Thomas Brown and another - - -	82	7	18	1	8	9	53	89	24	iron, screw.
2,243	52,552	Chloe - - -	Dumfries -	1868	1865	John Dunkeld - - - - - -	80	6	14	8	7	7	46	70	20	iron, screw.
2,244	40,922	*Neptune - - -	Dundee -	1854	1848	A. Barrow - - - - - -	96	8	19	2	8	8	84	111	20	iron, screw.
2,245	15,088	London - - -	ditto -	1856	1856	John Symers and others - - - -	208	9	28	2	16	1	423	622	140	iron, screw.
2,246	19,290	Samson - - -	ditto -	1857	1857	- - ditto - - - - - -	81	8	18	4	9	5	36	82	–	iron.
2,247	31,624	Tay - - -	ditto -	1858	1850	William Clark - - - - - -	141	6	29	0	19	6	455	560	75	screw.
2,248	20,366	Eagle - - -	ditto -	„	1858	John Symers and others - - - -	164	3	22	8	12	0	215	316	85	iron, screw.
2,249	7,109	Queen - - -	ditto -	„	1856	- - ditto - - - - - -	159	9	22	1	12	8	200	294	70	iron, screw.
2,250	22,682	Fifeshire - - -	ditto -	1859	1858	John Pullar and others - - - -	124	4	30	1	6	6	153	243	80	iron.
2,251	22,686	Narwhal - - -	ditto -	„	1859	Dundee Seal and Whale Fishing Company -	151	4	30	1	18	5	434	533	65	screw.
2,252	27,496	Camperdown - -	ditto -	1860	1860	- - ditto - - - - - -	154	5	30	0	18	0	424	541	70	
2,253	29,451	Polynia - - -	ditto -	1861	1861	- - ditto - - - - - -	146	2	29	0	18	1	358	472	60	screw.
2,254	29,456	Forfarshire - -	ditto -	„	„	John Pullar and others - - - -	120	5	20	1	6	6	72	115	40	steel.
2,255	45,194	Scotia - - -	ditto -	1862	1862	George Duncan and others - - -	211	4	28	0	16	0	448	658	160	iron, screw.
2,256	45,816	Anglia - - -	ditto -	1863	1863	- - ditto - - - - - -	213	4	28	0	16	0	452	664	160	iron, screw.
2,257	19,540	Victor - - -	ditto -	1864	1847	George Welch and others - - - -	106	1	28	7	18	4	278	361	36	screw.
2,258	45,821	Alexander - -	ditto -	„	1864	Robert Gilroy - - - - - -	157	1	29	3	18	4	435	558	80	screw.
2,259	43,691	Pladda - - -	ditto -	1865	1861	Dundee and Newcastle Steam Shipping Company.	181	5	24	6	13	7	298	392	80	iron, screw.
2,260	45,829	Atlas - - -	ditto -	„	1865	George Duncan and others - - -	84	8	18	6	9	6	45	96	50	iron.
2,261	52,561	Hibernia - -	ditto -	„	„	- - ditto - - - - - -	224	3	28	0	16	0	454	668	180	iron, screw.
2,262	18,504	Intrepid - - -	ditto -	1866	1851	George Welch - - - - - -	122	8	30	2	19	0	326	426	50	screw.
2,263	52,562	Esquimaux - -	ditto -	„	1865	Dundee Seal and Whale Fishing Company -	157	3	29	5	19	3	436	157	70	screw.
2,264	28,351	Harvest Queen -	ditto -	1867	1860	James Yeaman - - - - - -	203	3	26	2	13	5	362	532	90	iron, screw.
2,265	52,578	Arctic - - -	ditto -	„	1867	Alexander and William Stephen - -	158	0	29	3	19	5	440	567	70	screw.
2,266	58,227	Pride o' the Tay -	ditto -	„	„	David Edwards and another - - -	82	3	17	0	9	0	17	72	30	
2,267	58,235	Curfew - - -	ditto -	„	„	R. A. Mudie - - - - - -	177	6	26	1	13	8	395	491	70	iron, screw.
2,268	58,236	Mary - - -	ditto -	„	„	T. B. Morton - - - - - -	201	5	27	1	15	0	417	614	98	iron, screw.
2,269	52,569	Vesper - - -	ditto -	1868	1866	R. A. Mudie - - - - - -	170	3	26	1	14	3	381	478	60	iron, screw.
2,270	60,784	Cambria - - -	ditto -	„	1868	Robert Guild and another - - - -	216	0	28	2	16	1	456	729	180	iron, screw.
2,271	3,174	Lady Kelburne -	Glasgow -	1846	1843	William Wright - - - - - -	149	2	17	5	8	0	78	151	80	
2,272	23,924	*Satellite - - -	ditto -	1848	1848	John Burns and others - - - -	108	5	18	8	9	7	82	157	80	
2,273	3,158	Pioneer - - -	ditto -	1851	1844	D. Hutcheson and Company - - -	159	8	17	8	8	8	65	144	91	
2,274	3,161	Cygnet - - -	ditto -	„	1848	- - ditto - - - - - -	77	5	14	5	10	0	62	101	50	iron.
2,275	6,559	Mary Jane - -	ditto -	„	1846	- - ditto - - - - - -	149	5	19	3	9	5	122	208	120	iron.
2,276	3,142	Mountaineer - -	ditto -	1852	1852	- - ditto - - - - - -	174	3	17	6	7	9	76	156	50	iron.
2,277	3,178	Lady Brisbane -	ditto -	„	1842	Hugh Keith - - - - - -	133	0	17	4	8	5	50	127	76	iron.
2,278	1,288	*Balbec - - -	ditto -	1853	1853	John Burns and others - - - -	206	5	29	4	17	0	615	838	150	iron, screw.
2,279	1,540	*British Queen - -	ditto -	„	1849	James Burns and others - - - -	187	1	28	0	17	8	566	763	180	iron, screw.
2,280	1,334	*Jackal - - -	ditto -	„	1853	J. R. Thomson - - - - - -	125	4	19	5	9	8	111	180	80	iron.
2,281	1,284	*Asia - - -	ditto -	„	1850	James Fernand - - - - - -	265	2	37	2	27	2	1,214	2,227	816	
2,282	1,821	*Africa - - -	ditto -	„	„	Henry Moore - - - - - -	265	6	37	2	27	2	1,216	2,226	650	
2,283	3,177	Venus - - -	ditto -	„	1852	James Gillies - - - - - -	172	0	17	1	8	2	72	150	92	iron.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
2,284	1,285	*Canada	Glasgow - 1854	1848	William M'Arthur and another	249 0	35 1	25 7	1,102	1,831	698	
2,285	1,816	*Delta	ditto - „	1854	William Cunard	208 6	27 0	15 8	425	644	120	iron, screw.
2,286	11,523	Persia	ditto - 1856	1856	William M'Arthur and another	376 0	45 3	30 0	2,079	3,300	900	iron.
2,287	15,462	Lochgoil	ditto - „	1853	D. Carmichael and another	163 0	16 0	7 1	78	124	80	iron.
2,288	26,187	Rapid	ditto - „	1848	M'Farlane and Company	74 0	15 7	8 6	7	51	35	
2,289	16,249	Nimrod	ditto - „	1854	J. P. Kidston and others	83 4	16 4	8 9	17	67	45	
2,290	2,040	Maid of Orleans	ditto - „	1855	M'Farlane and Company	80 6	16 5	8 7	16	64	32	
2,291	7,648	Sir Charles Napier	ditto - „	1854	John Steel and others	72 9	15 0	8 3	13	51	28	
2,292	2,961	Firefly	ditto - „	„	- - ditto	75 6	15 2	8 5	7	51	30	
2,293	6,383	Industry	ditto - 1857	1814	A. M'George	68 1	17 2	8 1	43	69	14	
2,294	19,486	General Williams	ditto - „	1856	John Steel and others	79 0	15 7	8 0	11	60	35	
2,295	19,488	James Watt	ditto - „	1857	- - ditto	79 0	17 2	7 1	47	69	15	iron, screw.
2,296	20,519	Glasgow	ditto - „	„	J. B. Murdoch and another	63 2	17 0	8 3	39	60	20	iron, screw.
2,297	20,523	Leith	ditto - 1858	1858	- - ditto	63 2	17 0	8 3	39	61	20	iron, screw.
2,298	20,524	Henry Bell	ditto - „	1857	John Steel and others	78 7	17 2	7 0	47	69	15	iron, screw.
2,299	3,010	Lynx	ditto - „	1854	J. T. Caird	213 5	23 6	13 3	314	499	240	iron.
2,300	21,385	Palestine	ditto - „	1858	James Burns and others	255 2	34 2	24 3	936	1,377	260	iron, screw.
2,301	6,380	Petrel	ditto - „	1845	John Dore and another	168 6	18 0	8 0	67	162	60	iron.
2,302	25,294	Ranger	ditto - „	1858	Henry Lafone	104 8	16 0	9 1	58	96	48	iron, screw.
2,303	30,499	Governor Higginson	ditto - „	1856	Peter Denny	208 0	27 1	16 2	411	644	160	iron, screw.
2,304	27,113	Plover	ditto - 1859	1849	David Hutcheson and others	83 8	14 8	8 9	69	110	50	iron.
2,305	27,121	Joanna	ditto - „	1858	Forth and Clyde Navigation Company	64 0	11 3	4 7	19	25	6	screw.
2,306	19,492	Australasian	ditto - 1860	1857	John Burns and others	331 7	42 1	20 9	1,513	2,761	700	iron, screw.
2,307	28,211	J.	ditto - „	1850	Forth and Clyde Navigation Company	65 9	15 0	7 0	42	52	20	iron, screw.
2,308	28,216	Olympus	ditto - „	1860	John Burns and others	276 8	36 0	26 0	1,220	1,794	250	iron, screw.
2,309	28,220	Marathon	ditto - „	„	- - ditto	274 0	36 0	25 0	1,213	1,784	250	iron, screw.
2,310	3,160	Edinburgh Castle	ditto - „	1844	David Hutcheson and others	140 2	16 5	7 0	44	98	45	iron.
2,311	28,225	Hecla	ditto - „	1860	John Burns and others	274 1	36 3	25 8	1,214	1,785	250	iron, screw.
2,312	28,477	Atlas	ditto - „	„	- - ditto	276 9	36 3	26 1	1,220	1,794	250	iron, screw.
2,313	28,883	Pioneer	ditto - „	1859	James Jeffrey	66 5	13 5	4 9	28	33	12	iron, screw.
2,314	29,282	Moulmein	ditto - 1861	1861	Calcutta and Burmah Steam Navigation Company.	151 5	25 2	13 4	220	323	70	iron, screw.
2,315	28,213	Dunglass	ditto - „	1857	William Cowan	68 3	17 7	6 8	48	53	8	iron, screw.
2,316	28,214	Renfrew	ditto - „	„	- - ditto	70 3	17 6	6 8	48	53	8	iron, screw.
2,317	14,582	Chesapeake	ditto - „	1856	Alexander M'Kinnon and another	76 2	15 3	8 3	12	54	26	
2,318	43,687	Sidon	ditto - „	1861	John Burns and others	275 8	36 3	25 8	1,267	1,782	250	iron, screw.
2,319	28,890	Kedar	ditto - „	1860	- - ditto	275 8	36 3	25 7½	1,212	1,783	250	iron, screw.
2,320	43,696	Morocco	ditto - „	1861	- - ditto	275 5	36 2½	25 8	1,268	1,783	250	iron, screw.
2,321	15,700	Collier	ditto - „	1848	John Du Pre and another	127 7	20 2	10 5½	132	194	40	iron, screw.

2,322	43,709	Livorno	ditto	1862	1862	R. B. Handyside and others	169	6	21	5	19	3	1,540	2,529	550	
2,323	43,705	China	ditto	„	„	John Burns and others	326	2	40	4½	19	3	1,540	2,529	550	
2,324	16,246	Damascus	ditto	„	1856	James Allen and others	253	5	32	0	22	2	825	1,214	200	iron, screw.
2,325	43,711	Scotia	ditto	„	1862	John Burns and others	379	0	47	8	30	5	2,125	3,871	1,000	iron.
2,326	44,771	Pehlwan	ditto	„	„	John Fleming	110	3	19	0⅓	9	2	74	135	60	iron.
2,327	44,777	Nan Zing	ditto	„	„	J. F. H. Trautmann	210	0	27	6	13	9	419	621	200	iron.
2,328	44,780	Clydesdale	ditto	„	„	David Hutcheson and others	180	2	24	1	13	2	254	403	120	iron, screw.
2,329	44,792	India	ditto	„	„	Calcutta and Burmah Steam Navigation Company.	239	0	30	2	19	0½	792	1,010	200	iron, screw.
2,330	44,796	Messina	ditto	„	„	R. B. Handyside and others	169	5	21	9	13	5	290	381	55	iron, screw.
2,331	44,798	Ava	ditto	„	„	Irrawaddy Flotilla and Burmese Steam Navigation Company (Limited).	141	4	23	3	11	9½	207	278	60	iron, screw.
2,332	44,801	Kurrachee	ditto	„	„	Calcutta and Burmah Steam Navigation Company.	185	0	25	5	14	4	395	510	120	iron, screw.
2,333	44,804	Penang	ditto	„	„	- - ditto	218	8	28	0	16	6½	531	699	120	iron, screw.
2,334	45,952	Genova	ditto	1863	1863	R. B. Handyside and others	176	0	22	1	13	5	300	391	80	iron, screw.
2,335	45,956	Alpha	ditto	„	„	William Cunard	221	8	27	6	14	9	514	653	112	iron, screw.
2,336	29,718	Mariner	ditto	„	1861	A. M'Kinnon and another	81	3	16	5	9	0	22	68	28	
2,337	47,051	Victor	ditto	„	1863	J. Reid and others	88	9	17	6	8	9	24	82	48	
2,338	45,964	Cheduba	ditto	„	„	British India Steam Navigation Company	209	1	26	3⅓	16	1	453	667	100	iron, screw.
2,339	45,976	Victory	ditto	„	„	Wemyss Bay Company (Limited)	176	7	17	6½	6	6	79	125	75	iron.
2,340	45,992	Euphrates	ditto	„	„	British India Steam Navigation Company	208	7	28	3½	16	5	488	650	120	iron, screw.
2,341	45,993	Orissa	ditto	„	„	Peter Denny	153	2	23	1½	12	2	244	360	80	iron, screw.
2,342	45,997	Tripoli	ditto	„	„	James Burns and others	292	3	38	2	26	5	1,401	2,061	280	iron, screw.
2,343	45,995	Comorin	ditto	„	„	British India Steam Navigation Company	176	3	25	2½	14	1	318	453	80	iron, screw.
2,344	45,999	Princess Royal	ditto	„	„	J. Langlands and another	200	5	28	2½	14	8	404	556	150	iron, screw.
2,345	19,790	Chase	ditto	„	1858	Duncan Colquhoun	64	4	17	6	7	6	35	51	12	screw.
2,346	47,818	Burmah	ditto	„	1863	British India Steam Navigation Company	239	2	30	2	19	5	697	1,025	200	iron, screw.
2,347	17,874	Don Pedro	ditto	„	„	R. B. Handyside and others	159	7	20	1	12	5	239	295	90	iron, screw.
2,348	47,833	Caledonia	ditto	„	„	- - ditto	261	5	33	1	21	6	1,119	1,393	360	iron, screw.
2,349	47,841	Arabia	ditto	„	„	British India Steam Navigation Company	239	2	30	2	19	0½	698	1,027	200	iron, screw.
2,350	3,098	Irishman	ditto	„	1854	A. A. Laird	170	3	21	2	12	4	210	309	60	iron, screw.
2,351	6,339	Lochfine	ditto	1864	1847	John M'Millan and others	76	6	18	7	7	7	43	72	18	iron, screw.
2,352	47,845	Peruvian	ditto	„	1863	James Allan and others	312	1	38	4	17	0	1,432	2,106	330	iron, screw.
2,353	47,847	Yuen Tze Fee	ditto	„	1864	J. F. H. Trautman	185	5	26	1	11	6	316	422	100	iron, screw.
2,354	48,903	Greenock	ditto	„	„	J. B. Murdoch and others	64	8	17	8	9	1½	57	70	35	iron, screw.
2,355	48,901	Busheer	ditto	„	„	British India Steam Navigation Company (Limited).	216	0	29	1½	16	7½	538	792	130	iron, screw.
2,356	23,056	Dieppe	ditto	„	1855	Peter Denny	181	5	19	8	10	7	170	270	150	iron.
2,357	43,707	Jessie Brown	ditto	„	1861	Neil Robson and another	120	7	20	1	8	7½	117	147	30	iron, screw.
2,358	48,917	Argyle	ditto	„	1864	William Wright	85	8	19	0	8	7	69	104	25	
2,359	48,915	Petro	ditto	„	„	Robert Binning	65	5	14	5	4	7½	28	35	10	iron, screw.
2,360	18,186	Lady Franklin	ditto	„	1860	John Acton	119	6	19	2	10	8	87	146	80	
2,361	48,923	Norseman	ditto	„	1864	James M'Farlane and another	81	7	18	1½	8	0	52	77	18	iron, screw.
2,362	48,928	Madras	ditto	„	„	British India Steam Navigation Company (Limited).	226	2	28	3	15	2	462	680	125	iron, screw.
2,363	48,936	Punjaub	ditto	„	„	- - ditto	239	1	30	2	19	0	810	1,030	200	iron, screw.
2,364	48,944	St. David	ditto	„	„	James Allan and another	272	2	34	2	22	0	1,031	1,516	150	iron, screw.
2,365	50,332	Clara	ditto	„	„	Benjamin Simons	165	4	20	9	12	0	120	291	53	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	—
						Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
2,366	50,339	Rhoda	Glasgow - 1864	1864	John Jack	65 0	13 5½	4 9	28	33	12	iron, screw.
2,367	50,337	Cashmere	ditto - „	„	British India Steam Navigation Company (Limited).	239 1	30 2	19 0	699	1,028	200	iron, screw.
2,368	48,920	Vivid	ditto - „	„	Robert Campbell	188 3	18 2	7 8	99	157	80	iron.
2,369	50,354	Moravian	ditto - „	„	James Allan and another	320 9	39 0	17 4½	1,527	2,246	400	iron, screw.
2,370	50,352	Flying Meteor	ditto - „	„	J. P. Kidston and others	111 5	18 6	9 7	47	127	65	iron.
2,371	50,355	Susan Birne	ditto - „	„	J. T. Lawrence	252 2	31 1	11 0½	446	637	250	steel.
2,372	50,357	Cuba	ditto - „	„	John Burns and others	338 2	42 4	19 4½	1,535	2,668	560	iron, screw.
2,373	47,170	Conqueror	ditto - „	„	G. J. Kidston	126 4	20 0	11 4	83	181	95	iron.
2,374	50,362	Bertha	ditto - „	„	H. L. Seligmann	170 6	25 2	12 4½	252	371	90	iron, screw.
2,375	50,365	Napoli	ditto - „	„	R. B. Handyside and others	206 0	25 1	16 6½	486	635	96	iron, screw.
2,376	50,370	Aleppo	ditto - 1865	1865	James Burns and others	292 5	38 2	26 2	1,399	2,057	280	iron, screw.
2,377	19,724	Scottish Maid	ditto - „	1856	James M'Farlane and others	68 2	14 7	7 7	11	41	25	
2,378	50,373	Roma	ditto - „	1865	R. B. Handyside and others	205 8	25 0	16 6½	509	657	96	
2,379	42,537	Sultan	ditto - „	1861	Alexander Williamson	176 0	16 6½	7 2½	78	124	60	iron.
2,380	52,582	Myrtle	ditto - „	„	J. C. R. Grove	134 7	20 1	7 9	108	159	35	iron, screw.
2,381	50,378	Tarifa	ditto - „	1865	James Burns and others	292 5	38 2	26 2½	1,400	2,058	280	iron, screw.
2,382	52,586	Asia	ditto - „	„	British India Steam Navigation Company (Limited).	274 8	34 2	17 1½	1,208	1,579	250	iron, screw.
2,383	52,590	Thomas Bazley	ditto - „	„	West African Company (Limited)	166 7	21 2	8 0	132	227	90	iron.
2,384	44,794	Lyle	ditto - „	1862	Wordsworth, Harrison, and others	63 0	11 9	5 9½	26	32	14	iron, screw.
2,385	30,670	Mahanuddy	ditto - „	1846	Irrawaddy Flotilla and Burmese Steam Navigation Company (Limited).	138 5	23 3	8 0	154	239	60	iron.
2,386	30,671	Lord William Bentinck	ditto - „	1842	- - ditto	130 5	23 5	7 0	131	198	–	iron.
2,387	30,672	Nerbudda	ditto - „	„	- - ditto	151 0	25 0	6 5	162	229	–	iron.
2,388	52,585	Largs	ditto - „	1864	Wemyss Bay Steam Boat Company (Limited).	161 4	19 1	7 9	80	152	60	iron.
2,389	52,595	Kyles	ditto - „	1865	Waterman's Steam Packet Company	219 4	20 2	8 4	171	252	120	iron.
2,390	22,863	Guy Fawkes	ditto - „	1849	Thomas Buchanan and another	72 4	14 8	8 2	45	65	13	iron, screw.
2,391	41,027	Damoodah	ditto - „	1842	Irrawaddy Flotilla and Burmese Steam Navigation Company (Limited).	155 0	24 3	7 0	179	226	60	iron.
2,392	52,605	Terrier	ditto - „	1865	Robert Hannan and another	90 0	20 1	6 2	79	91	12	iron, screw.
2,393	52,604	Thistle	ditto - „	„	A. A. Laird and others	198 5	25 2	13 1	227	444	140	iron, screw.
2,394	52,606	Griffin	ditto - „	„	James Baird	155 2	21 0	12 5	150	242	90	iron, screw.
2,395	52,608	Thales	ditto - „	1864	Peter Denny	231 0	31 4	15 6	775	1,154	200	iron, screw.
2,396	52,613	Isabel	ditto - „	1865	J. Q. Batty	53 9	9 8	5 5	12	17	10	iron, screw.
2,397	52,614	Bute	ditto - „	„	Woolwich Steam Packet Company (Limited)	219 4	20 2	8 4	171	251	120	iron.
2,398	52,617	Louisa	ditto - „	„	J. T. and R. J. Cox	52 5	10 0	4 6	12	15	12	iron, screw.
2,399	52,616	Sarah Garcia	ditto - „	„	Benjamin Simonds and others	175 4	29 6	12 7	207	291	75	

2,400	52,626	Java	ditto	„	„	John Burns and others	337	1	42	9	19	4	1,761	2,696	600	iron, screw.
2,401	52,629	Bassein	ditto	„	„	Irrawaddy Flotilla and Burmese Steam Navigation Company (Limited).	125	4	21	2	10	5	93	184	110	iron.
2,402	53,368	Mahratta	ditto	„	„	British India Steam Navigation Company (Limited).	227	4	28	3	16	0	505	742	120	iron, screw.
2,403	53,367	Valetta	ditto	„	„	R. B. Handyside and others	205	8	25	0	16	5	507	656	96	iron, screw.
2,404	53,371	Tornado	ditto	„	„	Saul Isaac	240	0	33	0	18	8	496	963	350	iron, screw.
2,405	53,369	Martaban	ditto	„	„	British India Steam Navigation Company (Limited).	193	4	26	1	14	5	390	515	110	iron, screw.
2,406	52,628	Maightdean-na-Herradh.	ditto	„	„	Earl of Dunmore	66	0	16	1	8	0	27	39	15	iron, screw.
2,407	53,376	Venezia	ditto	„	„	R. B. Handyside and others	205	5	25	0	16	5	508	656	96	iron, screw.
2,408	53,375	Kinsale	ditto	„	„	J. P. Kidston and others	197	8	25	1	14	5	340	500	95	iron, screw.
2,409	53,378	Malta	ditto	„	„	John Burns and others	303	1	39	3	25	0	1,541	2,132	280	iron, screw.
2,410	53,379	Jasper	ditto	„	„	William Robertson	65	5	16	1	5	7	33	42	14	iron, screw.
2,411	53,380	Cyclone	ditto	„	„	J. M. Hall	160	8	26	2	12	5	157	346	250	iron.
2,412	53,381	Sanda	ditto	1866	1866	John P. Kidston and others	197	8	25	1	14	5	340	500	95	iron, screw.
2,413	53,383	Malaga	ditto	„	„	William Mories and others	137	6	19	6	11	9	170	251	40	iron, screw.
2,414	45,984	Britannia	ditto	„	1863	R. B. Handyside and others	261	5	33	1	21	6	1,118	1,392	360	iron, screw.
2,415	53,388	Argyle	ditto	„	1866	Wemyss Bay Steam Boat Company (Limited).	177	3	17	5	7	6	73	140	75	iron.
2,416	48,931	Eagle	ditto	„	1864	William Buchanan	219	5	20	2	7	3	92	206	100	iron, screw.
2,417	53,394	Athole	ditto	„	1866	Duncan Stewart	192	1	18	5	7	8	90	165	80	iron.
2,418	53,391	Palmyra	ditto	„	„	John Burns and others	290	8	38	0	26	1	1,390	2,044	260	iron, screw.
2,419	49,535	Macedon	ditto	„	1864	T. & J. Henderson and others	176	9	22	7	13	5	314	410	90	iron, screw.
2,420	49,549	Spartan	ditto	„	„	- - ditto	176	3	22	5	13	5	296	390	90	iron, screw.
2,421	50,376	Undine	ditto	„	1865	Duncan Stewart and another	200	0	18	5	7	7	71	172	90	iron.
2,422	3,176	Vesta	ditto	„	1853	Robert Campbell	162	3	16	5	6	8	65	123	70	iron.
2,423	53,398	Dandie Dinmont	ditto	„	1866	North British Railway Company	197	2	22	1	6	9	97	205	110	iron.
2,424	53,407	Scotia	ditto	„	„	Daniel Reid	146	3	21	1	12	0	188	277	70	iron.
2,425	53,405	Princess Alice	ditto	„	„	John Langlands and others	200	0	28	1	15	1	318	572	150	iron, screw.
2,426	53,410	Linnet	ditto	„	„	David Hutcheson and others	86	0	16	2	2	8	27	34	15	iron, and twin screw.
2,427	53,412	Lizzie	ditto	„	„	- - ditto	52	9	10	7	4	7	11	15	10	iron, screw.
2,428	49,731	Iowa	ditto	„	1864	Thomas Henderson and others	315	0	34	0	24	0	1,438	2,114	500	iron, screw.
2,429	53,411	Camel	ditto	„	1866	John Burns and others	243	2	26	5	13	5	433	688	250	iron, screw.
2,430	53,420	Theban	ditto	„	„	R. B. Handyside and others	206	5	27	0	16	5	437	642	96	iron, screw.
2,431	56,141	Gondolier	ditto	„	„	David Hutcheson and others	148	2	20	2	7	8	90	169	80	iron.
2,432	53,413	Agnes	ditto	„	1865	J. E. Watson and others	53	9	9	8	5	5	12	17	10	iron, screw.
2,433	53,414	Dunlop	ditto	„	1866	William Muir and others	65	2	18	1	7	8	43	61	10	iron, screw.
2,434	53,415	Black Dwarf	ditto	„	„	- - ditto	65	2	18	1	7	8	43	61	10	iron, screw.
2,435	44,818	Wolf	ditto	„	1863	John Burns and others	242	7	27	2	13	8	422	670	310	iron, screw.
2,436	44,783	Two Sisters	ditto	„	1862	John and William Bishop and others	62	7	17	2	6	8	36	46	20	iron, screw.
2,437	56,145	Snipe	ditto	„	1866	John Burns and others	210	7	28	2	15	0	394	638	150	iron, screw.
2,438	47,849	Penguin	ditto	„	1864	- - ditto	220	5	28	5	14	4	439	680	180	iron, screw.
2,439	53,374	Llama	ditto	„	1865	- - ditto	241	1	26	3	13	4	425	675	280	iron, screw.
2,440	52,619	Buffalo	ditto	„	„	- - ditto	241	1	26	3	13	4	425	675	280	iron.
2,441	53,395	Weasel	ditto	„	1866	- - ditto	193	7	26	1	13	6	316	489	120	iron, screw.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
2,442	27,116	Vulcan	Glasgow - 1866	1854	Alexander M'Lean and another	167 9	16 3	8 1	68	129	80	iron, screw.
2,443	56,148	Victoria	ditto - „	1866	James Hay	65 1	17 0	6 8	36	54	16	iron, screw.
2,444	45,988	Staffa	ditto - „	1863	David Hutcheson and others	148 4	23 2	11 3	121	272	100	iron, screw.
2,445	56,151	Fitzwilliam	ditto - „	1866	A. C. Wotherspoon and another	160 6	19 7	11 8	209	307	50	iron, screw.
2,446	56,152	Swan	ditto - „	„	J. L. Stewart	65 6	18 0	7 1	38	56	16	iron, screw.
2,447	56,149	James Rankine	ditto - „	„	John Tennant	176 5	24 6	12 7	209	374	85	iron, screw.
2,448	56,156	Denia	ditto - „	„	William Mories and others	141 0	20 2	11 8	164	241	40	iron, screw.
2,449	50,363	Emily	ditto - „	1864	Peter Denny	255 5	34 2	16 5	736	1,100	300	iron, screw.
2,450	56,160	Columbia	ditto - „	1866	R. B. Handyside and others	283 3	33 6	22 2	1,367	1,698	400	iron, screw.
2,451	56,150	Ibis	ditto - „	„	F. C. T. Gascoigne	106 0	19 9	11 0	65	111	30	iron, screw.
2,452	56,163	Adelaide	ditto - „	„	James Hay	66 0	18 1	9 5	49	72	20	iron, screw.
2,453	56,164	Acadia	ditto - „	„	R. B. Handyside and others	217 2	26 3	17 6	592	749	96	iron, screw.
2,454	56,165	Nestorian	ditto - „	„	Hugh Allan and others	317 7	38 5	25 0	1,528	2,246	400	iron, screw.
2,455	56,167	Filipino	ditto - „	„	Peter Denny	195 2	26 9	14 5	317	519	120	screw.
2,456	15,485	United Kingdom	ditto - „	1857	R. B. Handyside and others	245 0	32 0	21 9	1,029	1,304	300	iron, screw.
2,457	56,166	Satara	ditto - „	1866	British India Steam Navigation Company (Limited.)	250 5	32 4	20 9	841	1,237	250	iron, screw.
2,458	51,829	Fannie	ditto - 1867	1859	Thomas Salkeld and another	231 5	26 2	13 3	403	640	250	iron.
2,459	53,377	Albert	ditto - „	1865	William Johnston and others	65 0	17 0	6 6	42	52	20	iron, screw.
2,460	56,175	Dragon	ditto - „	1867	E. M. de Bussche	162 0	25 3	13 8½	473	608	90	iron, screw.
2,461	56,179	Chancellor	ditto - „	1864	Alexander Smollett and others	163 2	18 7	7 0	81	152	80	iron.
2,462	56,182	Colonel Phayre	ditto - „	1865	Irrawaddy Flotillia and Burmese Steam Navigation Company.	150 0	24 0	10 0	191	274	–	iron.
2,463	56,190	Austrian	ditto - „	1867	James and Alexander Allan and others	319 0	38 5	17 7	1,519	2,235	400	iron, screw.
2,464	56,189	Go-ahead	ditto - „	„	G. J. Kidston	112 0	20 0½	6 5	70	103	30	iron, screw.
2,465	58,312	Russia	ditto - „	„	John Burns and others	358 0	43 0	19 4	1,710	2,960	600	iron, screw.
2,466	52,615	Rothesay Castle	ditto - „	1865	William Buchanan	203 0	19 3	7 9	97	203	88	iron.
2,467	58,315	Oriental	ditto - „	1867	British India Steam Navigation Company	263 6	32 2	25 5½	1,007	1,481	200	iron, screw.
2,468	51,830	Alice	ditto - „	1857	Thomas Salkeld and another	231 6	26 2	13 4	403	640	250	iron.
2,469	58,317	Grecian	ditto - „	1867	Thomas Henderson and others	214 5	27 9	17 5	506	744	96	iron, screw.
2,470	58,319	Kelpie	ditto - „	„	J. W. Clayton	98 7	15 0	6 0	30	60	20	iron, screw.
2,471	48,908	Laurel	ditto - „	1864	Walter M'Lellan and others	138 7	21 0	10 5	148	217	55	iron, screw.
2,472	58,321	Himalaya	ditto - „	1867	British India Steam Navigation Company	263 8	33 2	20 9	912	1,341	250	iron, screw.
2,473	58,324	Prompt	ditto - „	„	John Napier	90 4	17 1	8 7	58	92	40	iron.
2,474	58,328	Rose	ditto - „	„	A. A. Laird and others	180 5	24 2	13 8	278	409	90	iron, screw.
2,475	58,327	Trojan	ditto - „	„	Thomas Henderson and others	214 5	27 9	17 5	506	744	96	iron, screw.
2,476	1,541	Shamrock	ditto - „	1847	A. A. Laird and others	196 7	27 1	16 3	325	657	330	iron, screw.
2,477	58,326	Corsair	ditto - „	1867	John Macfarlane and others	63 8	17 0	7 6	37	54	18	iron, screw.
2,478	58,331	Hannah Simons	ditto - „	„	Benjamin Simons and others	207 2	27 1	16 0	463	682	90	iron, screw.

2,479	58,333	Die Vernon	ditto	„	„	William Anderson	63	3	12	0	15	1½	18	27	16	iron, screw.
2,480	45,963	Blanche	ditto	„	1863	Joseph Weatherley	146	1	20	0½	12	0	174	234	40	iron, screw.
2,481	58,332	Jagnarete	ditto	„	1867	Benjamin Isaac	153	6	24	7	8	0	185	272	50	iron, screw.
2,482	58,336	Siberia	ditto	„	„	John Burns and others	320	0	39	2	26	3½	1,698	2,498	300	iron, screw
2,483	44,789	William Connal	ditto	„	1862	Peter Hutchison	161	0	24	7	11	9½	240	354	60	iron, screw.
2,484	58,339	Hasty	ditto	„	1867	John Napier	90	5	17	1	8	7	57	91	40	iron.
2,485	58,343	Palermo	ditto	„	„	J. E. Swan and another	137	8	19	7½	11	8½	169	249	47	iron, screw.
2,486	58,344	Europa	ditto	„	„	Thomas Henderson and others	290	4	33	6	22	9	1,368	1,701	400	iron, screw.
2,487	58,346	Onyx	ditto	„	„	H. A. Hardy	162	3	25	2	8	1½	198	291	70	iron, screw.
2,488	58,347	Iris	ditto	„	„	- - ditto	126	2	16	2	6	5	125	145	30	iron.
2,489	58,348	Yerba	ditto	„	„	- - ditto	82	0	15	1	4	1	55	62	20	iron.
2,490	58,322	Lochlomond	ditto	„	„	Peter Denny	129	0	16	8½	6	5	43	91	56	iron.
2,491	13,532	Stromboli	ditto	„	1856	John Burns and others	198	8	28	8	17	6	619	734	100	iron, screw.
2,492	58,356	Silver River	ditto	„	1867	Thomas Steele and others	164	5	22	6½	11	0½	353	442	75	iron, screw.
2,493	58,357	Vale of Doon	ditto	„	1866	- - ditto	197	0	18	1	7	3	97	179	110	iron.
2,494	58,355	Dacca	ditto	„	1867	British India Steam Navigation Company	276	7	34	5	19	0	1,128	1,659	300	iron, screw.
2,495	58,358	Black Eagle	ditto	„	„	James Thomas and others	63	6	18	1½	7	2	36	53	18	iron, screw.
2,496	19,362	Scotia	ditto	„	1857	British India Steam Navigation Company	241	2	32	4	20	6	911	1,168	170	iron, screw.
2,497	19,494	Carradale	ditto	„	„	Robert Rintoul and another	80	3	15	0	6	6	34	51	24	iron, screw.
2,498	60,328	Diamond	ditto	„	1867	William Robertson	65	6	18	0	8	3½	50	63	18	iron, screw.
2,499	13,542	Grange	ditto	„	1856	A. C. Watherspoon and others	178	5	25	1½	14	1	263	408	90	iron, screw.
2,500	60,327	Islay	ditto	„	1867	John Ramsay and others	192	7	23	4	10	6½	227	360	145	iron.
2,501	24,794	City of Paris	ditto	„	1850	William Simons and another	165	7	22	7	12	4	255	345	140	iron.
2,502	5,305	Courier	ditto	„	„	- - ditto	178	6	27	4	12	1	279	374	135	iron.
2,503	54,444	Flying Cloud	ditto	„	1866	G. J. Kidston and others	80	5	15	2½	7	8	14	61	30	iron.
2,504	60,330	Jessie	ditto	1868	1867	Peter Dickson	65	2	17	1	8	0	36	56	20	iron, screw.
2,505	20,705	Dolphin	ditto	„	1849	Donaghadie and Portpatrick Steam Packet Company (Limited.)	172	0	21	8	10	8	193	320	145	iron.
2,506	49,804	Thetis	ditto	„	1864	John and Peter Hutchison	159	6	22	8	12	8	208	323	50	iron, screw.
2,507	60,338	Whiteinch	ditto	„	1868	John Proudfoot	89	5	20	9	8	2	40	97	50	iron, screw.
2,508	45,008	Fortuna	ditto	„	1862	John Bell and another	206	5	26	1	17	2	476	677	90	iron, screw.
2,509	50,336	Clutha	ditto	„	1864	David Sloan and others	190	3	26	9	14	0	337	515	90	iron, screw.
2,510	22,823	Clansman	ditto	„	1855	David Hutcheson and others	208	5	23	2	12	7	272	462	180	iron.
2,511	598	Oscar	ditto	„	1853	David Sloan and others	159	6	23	2	13	2	194	341	75	iron, screw.
2,512	45,965	Antona	ditto	„	1863	- - ditto	190	1	26	8	14	0	336	517	90	iron, screw.
2,513	18,195	Jura	ditto	„	1857	- - ditto	178	3	22	1	12	5	203	315	60	iron, screw.
2,514	50,102	Vulture	ditto	„	1864	William Cameron and others	243	2	25	7	17	3	562	792	200	iron.
2,515	22,804	Nelson	ditto	„	1855	William Baird	150	1	16	5	6	8	62	114	60	iron.
2,516	60,346	Sultana	ditto	„	1868	Alexander Williamson	188	1	18	3	7	3	67	157	80	iron.
2,517	53,234	Germany	ditto	„	1867	James Allan and others	342	9	42	2	20	3	2,075	3,244	350	iron, screw.
2,518	60,348	Marquis of Bute	ditto	„	1868	Alexander M'Lean and others	196	6	18	1	7	3	74	163	85	iron.
2,519	21,381	Hero	ditto	„	1858	George Ferguson and another	181	0	19	1	7	1	71	157	80	iron.
2,520	52,746	Ottawa	ditto	„	1865	James Allan and others	287	6	35	2	18	2	1,179	1,860	250	iron, screw.
2,521	6,358	Inveraray Castle	ditto	„	1839	David Hutcheson and others	158	5	20	2	9	3	115	209	80	iron.
2,522	48,932	Iona	ditto	„	1864	- - ditto	255	5	25	6	9	0	132	393	180	iron.
2,523	60,351	The Prince	ditto	„	1868	Daniel Reid	173	2	25	1	14	8	313	493	90	iron, screw.
2,524	60,353	Celt	ditto	„	„	J. B. Sheriff	100	5	20	0	9	2	64	142	33	iron, screw.
2,525	53,409	Chevalier	ditto	„	1866	David Hutcheson and others	211	0	22	2	9	3	100	292	150	iron.
2,526	48,528	Garland	ditto	„	1863	A. A. Laird and others	228	6	25	2	13	5	337	610	250	iron.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
2,527	60,356	Abyssinia - - -	Glasgow - 1868	1868	British India Steam Navigation Company -	249 8	30 2	18 8	717	1,129	200	iron, screw.
2,528	60,361	Selix - - -	ditto - „	„	H. A. Hardy - - - - - -	176 2	27 0	9 0	261	383	90	iron, screw.
2,529	60,366	Hispania - -	ditto - „	„	William Mories and another - - -	175 3	22 7	13 8	263	413	60	iron, screw.
2,530	56,183	Dunoon Castle -	ditto - „	1867	Duncan Lennox - - - - -	191 7	18 2	7 5	90	171	90	iron.
2,531	60,371	Ethiopa - - -	ditto - „	1868	British India Steam Navigation Company (Limited).	250 0	30 2	18 9	719	1,132	200	iron, screw.
2,532	26,004	Excelsior - -	ditto - „	1855	John and Peter Hutchison - - -	167 4	22 9	13 0	296	389	50	iron, screw.
2,533	60,370	Samaria - - -	ditto - „	1868	John Burns and others - - - -	320 6	39 5	26 6	1,695	2,605	300	iron, screw.
2,534	60,377	Fitz-james - -	ditto - „	„	William Burrell and others - - -	190 5	27 0	14 7	344	550	90	iron, screw.
2,535	60,380	Formosa - -	ditto - „	„	G. J. Kidston - - - - - -	137 7	22 2	8 4	174	231	40	iron, screw.
2,536	49,563	Ardencaple - -	ditto - „	1866	James Russell - - - - - -	150 0	16 2	6 2	53	89	50	iron.
2,537	60,385	Racoon - - -	ditto - „	1868	John Burns and others - - - -	252 3	27 8	14 2	479	831	300	iron.
2,538	50,351	Flying Childers -	ditto - „	1864	J. P. Kidston and others - - - -	88 4	17 9	9 2	18	84	60	
2,539	52,618	Albion - - -	ditto - „	1865	James Reid and others - - - -	160 5	20 2	10 4	144	224	60	iron, screw.
2,540	50,372	Saltee - - -	ditto - „	1864	J. P. Kidston and others - - - -	181 5	24 6	13 7	252	409	80	iron, screw.
2,541	48,906	Flying Spray - -	ditto - „	„	- - ditto - - - - - -	79 0	17 4	9 0	12	69	30	
2,542	48,946	Flying Mist - -	ditto - „	„	- - ditto - - - - - -	90 8	17 8	9 2	28	95	65	iron.
2,543	53,404	Flying Scud - -	ditto - „	1866	- - ditto - - - - - -	98 5	18 8	9 4	14	100	80	
2,544	60,390	Ocean Queen - -	ditto - „	1868	- - ditto - - - - - -	170 5	25 2	19 9	375	598	90	screw.
2,545	58,313	Flying Dutchman -	ditto - „	1867	- - ditto - - - - - -	117 7	19 3	10 4	20	153	90	iron.
2,546	45,258	Flying Huntsman -	ditto - „	1863	- - ditto - - - - - -	103 2	18 9	9 6	25	123	50	iron.
2,547	52,630	Conqueror - -	ditto - „	1865	- - ditto - - - - - -	136 5	20 2	11 6	15	199	120	iron.
2,548	29,991	Scandinavia - -	ditto - „	„	Thomas Henderson - - - - -	203 5	26 1	16 0	412	651	96	iron, screw.
2,549	20,893	Dido - - -	ditto - „	1858	- - ditto - - - - - -	138 7	20 1	10 1	127	209	50	iron, screw.
2,550	52,593	Flying Foam - -	ditto - „	1865	J. P. Kidston and others - - - -	96 5	17 2	8 3	17	88	50	iron.
2,551	47,817	Tuskar - - -	ditto - „	1863	- - ditto - - - - - -	181 5	24 6	13 7	251	410	80	iron, screw.
2,552	28,743	Gambia - - -	ditto - „	1860	Peter Denny - - - - - -	232 8	33 4	19 5	931	1,246	200	iron, screw.
2,553	29,393	Carolina - -	ditto - „	1861	- - ditto - - - - - -	243 8	31 8	19 4	733	1,174	140	iron, screw.
2,554	60,395	Sarmiento - -	ditto - „	1868	John Proudfoot - - - - -	90 8	18 7	6 7	56	89	50	iron.
2,555	45,257	Flying Squall - -	ditto - „	1863	J. P. Kidston and others - - - -	104 3	19 0	10 2	14	115	50	
2,556	60,394	Saturno - - -	ditto - „	1868	H. A. Hardy - - - - - -	240 5	27 0	9 2	400	607	200	steel.
2,557	54,679	Willem and Clara -	ditto - „	1864	John Hutchison - - - - -	172 1	25 7	13 8	321	472	75	iron, screw.
2,558	22,511	*Rob Roy - -	Grangemouth, 1850	1847	Carron Company - - - - -	63 5	13 1	6 8	20	40	22	
2,559	28,076	Carron - - -	ditto - 1860	1860	- - ditto - - - - - -	181 0	25 7	14 0	286	447	106	
2,560	28,677	Thames - - -	ditto - „	„	- - ditto - - - - - -	180 5	26 1	14 5	340	454	106	iron, screw.
2,561	28,679	Forth - - -	ditto - 1862	1862	- - ditto - - - - - -	188 1	27 1	14 8	368	499	125	iron, screw.
2,562	45,545	Clutha - - -	ditto - 1864	1863	- - ditto - - - - - -	191 5	27 6	15 0	394	534	130	iron, screw.
2,563	28,402	Alice - - -	ditto - 1865	1864	John Reid - - - - - -	152 5	23 0	14 9	226	332	70	iron, screw.
2,564	45,546	Cupid - - -	ditto - „	1865	John Strong and others - - - -	80 4	17 6	9 2	20	74	30	

2,565	45,547	Express	ditto	„	„	G. G. Mackay	80	4	17	4	8	9	19	70	32		
2,566	45,548	Estella	ditto	„	„	C. T. S. B. Reynardson	58	0	10	3	5	0	10	17	11	screw.	
2,567	45,549	Avon	ditto	„	„	Carron Company	192	3	28	0	14	9	427	527	120	iron, screw.	
2,568	45,550	Topaz	ditto	1866	1866	J. C. Robertson	64	8	16	8	6	7	39	58	16	iron, screw.	
2,569	56,929	Sapphire	ditto	„	„	- - ditto	65	0	16	7	7	2	43	63	16	iron, screw.	
2,570	56,930	Greata	ditto	1867	1867	Carron Company	192	3	28	0	15	0	395	580	120	iron, screw.	
2,571	56,932	Venus	ditto	1868	„	Peter Feely and others	81	9	17	6	9	1	14	74	33		
2,572	56,933	Rapid	ditto	„	1868	John Selby and others	89	0	18	3	9	3	19	90	40		
2,573	56,934	Chrysolite	ditto	„	1867	J. C. and C. G. Robertson	65	7	16	5	7	7	53	61	20	iron, screw.	
2,574	13,551	Enniskillen	ditto	„	1854	J. C. and C. G. Robertson and others	212	6	25	9	15	2	493	664	82	iron, screw.	
2,575	56,935	Koh-i-noor	ditto	„	1868	- - ditto	130	5	20	0	10	5	137	211	40	iron, screw.	
2,576	–	*Lord Harris	Greenock	1853	1853	A. Campbell and others	148	4	16	5	7	1	110	164	60	iron.	
2,577	7,487	*Powerful	ditto	1854	1848	United Steam Towing and Navigation Company (Limited).	73	7	15	6	8	7	17	68	35		
2,578	–	Stamboul	ditto	1855	1854	Henry Lamb and others	131	6	19	4	9	7	149	202	–	iron, screw.	
2,579	7,409	Alma	ditto	„	1855	Duncan Stewart	157	3	16	2	7	4	66	122	80		
2,580	22,507	Helen M'Gregor	ditto	1856	1848	United Steam Towing and Navigation Company (Limited).	87	3	17	9	9	3	19	74	40		
2,581	7,517	Queen of Sheba	ditto	1857	1852	- - ditto	79	1	15	8	8	7	12	59	40		
2,582	27,268	William Bromley	ditto	1859	1859	W. E. Cook and another	162	2	17	1	6	7	95	151	70	iron.	
2,583	28,227	Gem	ditto	1860	„	Graham Brymner	81	8	16	4	8	5	16	64	30		
2,584	28,966	Jane Cochran	ditto	„	1860	John and Jamas Cochran	73	7	18	4	9	3	60	77	16	screw.	
2,585	28,967	James	ditto	„	1846	Robert Henry	66	3	16	4	5	2	33	39	13	iron, screw.	
2,586	13,537	Samson	ditto	1862	1840	United Steam Towing and Navigation Company (Limited).	71	9	17	0	8	7	15	61	32		
2,587	49,540	Commodore	ditto	1864	1864	- - ditto	107	8	19	0	9	8	43	114	60	iron.	
2,588	19,382	John and Mary	ditto	„	1857	John Carswell and others	70	9	14	0	7	4	11	44	20		
2,589	7,486	Defiance	ditto	„	1854	United Steam Towing and Navigation Company (Limited).	83	4	17	1	9	3	17	74	50		
2,590	49,553	Fairy	ditto	1865	1865	Walter Malcolm	59	9	13	2	5	3	10	25	15	iron.	
2,591	49,787	Terrible	ditto	1866	„	United Steam Towing and Navigation Company (Limited).	117	5	19	3	10	6	50	155	70	iron.	
2,592	49,565	Rosneath	ditto	„	1866	J. J. Grieve and others	150	0	16	2	6	2	56	89	50	iron.	
2,593	59,570	Levan	ditto	„	„	- - ditto	150	2	16	2	6	2	49	93	50	iron.	
2,594	55,431	Ardgowan	ditto	„	„	- - ditto	150	8	16	1	6	2	60	92	50	iron.	
2,595	55,440	Elizabeth	ditto	„	„	Matthew Herne and another	65	5	15	6	5	9	29	42	12	iron, screw.	
2,596	55,442	Valentia	ditto	1867	„	Alexander Cochrane	78	6	18	2	8	3	54	80	22	screw.	
2,597	55,446	Union	ditto	„	1867	A. D. Hamilton and others	64	5	16	5	7	2	31	46	16	iron, screw.	
2,598	29,246	Daisy	ditto	„	1860	Archibald Kendry	75	0	15	4	7	8	15	49	20		
2,599	55,456	Rio Uruguay	ditto	„	1867	David Bruce	238	4	25	4	9	2	288	458	200	iron.	
2,600	55,461	Admiral	ditto	1868	1866	United Steam Towing and Navigation Company (Limited).	115	9	19	7	10	7	38	149	60	iron.	
2,601	10,957	Conquest	ditto	„	1840	Daniel Robertson and others	68	6	16	8	8	4	20	67	32		
2,602	55,463	Maggie Ann	ditto	„	1868	Walker Templeton and another	65	2	17	1	8	0	36	57	20	iron, screw.	
2,603	55,464	Tacuari	ditto	„	„	Thomas Kincaid	113	3	20	2	6	8	91	115	35	iron, screw.	
2,604	55,465	Naposta	ditto	„	„	- - ditto	113	0	20	2	6	8	90	115	35	iron, screw.	
2,605	62,051	Lancelot	ditto	„	„	John Brymner and others	191	2	18	0	6	9	83	142	90	iron.	
2,606	55,245	Earl of Dublin	ditto	„	1867	E. J. Harland and another	262	3	28	2	15	2	467	797	265	iron.	

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS.			TONNAGE.		Horse Power.	——
						Length.	Breadth.	Depth of Hold.	Exclusive of Engine Room.	Gross Tonnage.		
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
2,607	55,454	Elaine - - -	Greenock - 1868	1867	Graham and John Brymner - - -	175 0	17 1	6 6	70	118	70	iron.
2,608	62,057	El Capitan - -	ditto - „	1868	David Bruce - - - - - -	157 0	22 1	14 8	213	368	110	iron.
2,609	18,787	Druid - - -	ditto - „	1857	John Robertson and others - - -	160 1	20 6	9 7	125	229	50	iron.
2,610	62,062	Duro - - -	ditto - „	1868	Duncan M'Callum - - - - -	160 0	22 0	12 5	233	331	55	iron, screw.
2,611	62,065	Effort - - -	ditto - „	„	Edward Kerr and another - - - -	53 0	10 1	6 6	16	23	12	screw.
2,612	62,076	Kelpie - - -	ditto - „	„	S. F. Nichol - - - - - -	66 0	14 7	6 0	30	45	10	iron, screw.
2,613	3,323	Celt - - -	ditto - „	1848	Peter Dixon and others - - - -	164 8	21 3	10 4	138	251	140	iron.
2,614	14,512	Scottish Maid - -	Irvine - 1857	1856	A. C. M. Kinlay - - - - -	73 5	13 7	7 0	15	44	20	
2,615	18,042	Forth - - -	Kirkaldy - 1856	1855	Anstruther and Leith Steam Shipping Company.	131 7	19 5	8 1	87	138	70	iron.
2,616	14,681	Raith - - -	ditto - „	1856	William Swan and others - - - -	72 8	15 2	7 5	35	52	15	iron, screw.
2,617	29,569	Tiel - - -	ditto - 1863	1863	R. Herriot and others - - - -	72 5	16 6	8 2	43	64	16	
2,618	30,324	Enterprise - -	ditto - 1865	1865	John Barclay - - - - - -	63 5	14 7	7 0	30	42	10	screw.
2,619	30,847	Ravenscraig - -	ditto - 1866	1853	G. D. Lockhart - - - - -	130 2	30 8	21 0	395	530	70	screw.
2,620	18,136	Royal Mail - -	Kirkwall - 1856	1856	John Stranger and others - - - -	81 0	19 0	10 0	26	103	50	
2,621	55,385	Orcadia - - -	ditto - 1868	1868	Orkney Steam Navigation Company (Limited).	120 5	20 0	9 1	43	139	60	iron, screw.
2,622	27,604	Orcadia - - -	ditto - „	1859	- - ditto - - - - - - -	86 8	20 0	10 0	62	101	50	screw.
2,623	7,864	*Britannia - -	Leith - 1851	1851	James Brown - - - - - -	70 9	14 4	8 5	19	61	30	
2,624	20,427	*Sampson - -	ditto - 1853	1840	Joliffe and Company - - - - -	88 3	16 8	9 8	28	101	–	
2,625	15,775	*Victor - - -	ditto - „	1852	George Jameson and others - - -	71 1	14 7	7 7	23	61	30	
2,626	7,736	*Goliah - - -	ditto - „	„	D. R. M'Gregor - - - - -	74 6	15 1	8 8	23	69	42	
2,627	10,283	*Pharos - - -	ditto - 1854	1854	Commissioners of the Northern Lighthouses	182 0	25 3	14 8	300	524	120	iron.
2,628	7,834	*Leviathan - -	ditto - „	1849	North British Railway Company - -	157 6	32 9	8 4	301	417	420	iron.
2,629	7,835	*Robert Napier -	ditto - „	1850	- - ditto - - - - - -	129 6	23 3	8 5	144	234	–	iron.
2,630	7,735	*Alma - - -	ditto - 1855	1854	M'Gregor and Galloway - - -	81 2	15 2	8 8	31	62	40	
2,631	7,727	*Baltic - - -	ditto - „	„	John Stewart - - - - - -	79 9	19 4	9 6	88	120	20	iron, screw.
2,632	7,752	Star - - -	ditto - „	1847	Patrick Mathews - - - - -	67 5	14 5	8 1	20	51	25	
2,633	15,776	Express - - -	ditto - 1856	1848	North British Railway Company - -	153 0	24 1	9 8	169	269	120	iron.
2,634	15,777	Thane of Fife - -	ditto - „	1847	- - ditto - - - - - -	141 0	18 3	9 7	107	171	70	iron.
2,635	15,778	Auld Reekie - -	ditto - „	„	- - ditto - - - - - -	141 5	19 1	9 1	103	168	68	iron.
2,636	15,779	Forth - - -	ditto - „	1846	- - ditto - - - - - -	144 4	26 9	10 4	106	209	120	iron.
2,637	18,589	Blue Bonnet - -	ditto - 1857	1857	Alexander Laing and another - - -	83 4	17 2	9 5	14	73	35	
2,638	22,020	Carrier - - -	ditto - 1858	1858	North British Railway Company - -	124 4	24 7	8 5	131	243	120	iron.
2,639	28,752	Vistula - - -	ditto - 1860	1860	T. Buchanan and others - - - -	213 1	27 6	15 0	430	633	110	iron, screw.
2,640	28,756	Tartar - - -	ditto - 1861	1861	William Nicholson - - - - -	80 7	16 8	9 0	23	70	30	
2,641	28,757	Dwina - - -	ditto - „	„	J. Buchanan and others - - - -	223 4	27 7	15 0	454	667	112	iron, screw.
2,642	28,755	Balbinie - - -	ditto - „	„	North British Railway Company - -	199 6	40 4	8 9	357	553	200	
2,643	14,953	Alliance - - -	ditto - „	1857	Alexander Laing - - - - -	73 3	15 5	8 6	13	55	28	

2,644	28,567	Robert Stephenson	ditto	1862	1860	Duke of Buccleugh	84 0	17 5	9 0	20	74	40				
2,645	43,507	Ruby	ditto	„	1862	D. R. M'Gregor and another	75 3	15 7	8 0	18	56	23				
2,646	43,509	Xanthe	ditto	„	„	Thomas Menzies	204 9	28 4	16 3	579	690	80	iron, screw.			
2,647	15,459	Stirling	ditto	1863	1856	D. R. M'Gregor and others	198 8	28 5	17 7	688	831	100	iron, screw.			
2,648	44,959	Osborne	ditto	„	1863	M. C. Gibson	211 6	27 1	14 1	387	564	120	iron, screw.			
2,649	28,212	K	ditto	„	1850	John Buchanan and others	65 6	15 8	7 2	42	52	20	iron, screw.			
2,650	47,014	Berlin	ditto	„	1863	- - ditto	216 6	27 1	14 0	421	620	120	iron, screw.			
2,651	47,245	Garibaldi	ditto	1864	1864	George Jameson and others	83 1	17 9	9 1	19	73	34				
2,652	44,953	Despatch	ditto	„	1862	John Buchanan and others	76 3	15 6	7 9	20	63	30	iron.			
2,653	22,024	Orient	ditto	„	1859	- - ditto	200 1	27 7	15 2	417	613	140	iron, screw.			
2,654	7,844	Snowdown	ditto	„	1855	- - ditto	206 1	24 1	14 5	358	527	75	iron, screw.			
2,655	22,516	Gnome	ditto	„	1856	- - ditto	187 3	26 1	14 7	355	522	80	iron, screw.			
2,656	21,291	Benwell	ditto	„	1858	John Croall	67 4	13 0	7 3	10	38	18				
2,657	29,120	Battalion	ditto	„	1861	William Laing	208 3	28 2	15 6	574	694	70	iron, screw.			
2,658	47,249	Warsaw	ditto	„	1864	Donald Currie and others	184 6	25 2	14 0	320	470	90	iron, screw.			
2,659	51,062	Dantzig	ditto	„	„	John Buchanan and others	222 6	29 0	14 9	467	686	115	iron, screw.			
2,660	1,335	Times	ditto	„	1851	M. C. Gibson and another	160 4	21 0	13 5	202	306	70	iron, screw.			
2,661	51,064	Marie Stuart	ditto	„	1864	D. R. M'Gregor and others	211 7	24 9	13 8	384	565	140	iron, screw.			
2,662	51,068	Stettin	ditto	„	„	John Buchanan and others	222 0	29 0	15 0	480	706	115	iron, screw.			
2,663	44,960	Fingal	ditto	1865	1863	London and Edinburgh Shipping Company	228 7	28 1	15 9	519	764	90	iron, screw.			
2,664	6,341	Ossian	ditto	„	1855	- - ditto	213 0	26 3	16 5	500	721	120	iron, screw.			
2,665	43,501	Oscar	ditto	„	1861	- - ditto	230 8	30 4	15 5	524	771	200	iron, screw.			
2,666	44,951	Morna	ditto	„	1862	- - ditto	234 6	29 8	17 0	566	833	175	iron, screw.			
2,667	51,070	Gem	ditto	„	1865	John Gilchrist and others	80 5	17 7	9 5	19	79	42				
2,668	10,286	Edina	ditto	„	„	Donald Currie	166 3	23 7	12 9	230	338	75	iron, screw.			
2,669	52,867	Dresden	ditto	„	„	Donald Currie and others	225 0	29 7	15 5	511	751	120	iron, screw.			
2,670	52,869	Staffa	ditto	„	„	London and Edinburgh Shipping Company	230 3	28 2	16 0	507	746	120	iron, screw.			
2,671	52,870	Pearl	ditto	„	„	D. R. M'Gregor and another	82 7	17 4	9 1	18	73	40				
2,672	24,181	Nymph	ditto	„	1851	John Croall	113 3	17 9	7 9	57	91	45	iron.			
2,673	52,872	Kinloch	ditto	„	1865	North British Railway Company	216 0	36 2	8 6	334	585	260	iron.			
2,674	52,875	Verona	ditto	„	„	Donald Currie and others	233 5	31 3	16 0	586	862	135	iron, screw.			
2,675	52,609	Florence	ditto	„	„	- - ditto	189 4	25 5	14 5	338	497	80	iron, screw.			
2,676	52,877	Citadel	ditto	„	„	William Laing and another	212 8	28 2	17 0	504	741	95	iron, screw.			
2,677	52,879	Kinghorn	ditto	„	„	D. R. M'Gregor and others	215 5	27 3	15 1	455	669	150	iron, screw.			
2,678	52,880	Britannia	ditto	1866	1866	Donald Currie and others	194 2	24 2	11 6	265	420	150	iron.			
2,679	55,111	Buda	ditto	„	„	- - ditto	225 1	29 6	15 4	510	750	120	iron, screw.			
2,680	55,114	Iona	ditto	„	„	London and Edinburgh Shipping Company	239 6	30 3	17 6	618	910	220	iron, screw.			
2,681	55,115	Lord Aberdour	ditto	„	„	D. R. M'Gregor and another	142 0	20 1	6 9	82	130	60	iron.			
2,682	55,117	Riga	ditto	„	„	D. R. M'Gregor and others	261 1	32 5	17 1	769	993	180	iron, screw.			
2,683	52,871	Petersburg	ditto	„	1865	- - ditto	293 7	33 7	20 7	1,065	1,566	180	iron, screw.			
2,684	55,119	Windsor	ditto	„	1866	M. C. Gibson and others	210 5	28 4	13 5	322	554	120	iron, screw.			
2,685	55,121	Malvina	ditto	„	„	London and Edinburgh Shipping Company	238 4	30 3	17 6	549	898	220	iron, screw.			
2,686	55,122	Titan	ditto	1867	„	James Cowan	95 6	17 4	8 8	21	97	55	iron.			
2,687	55,123	S. M.	ditto	„	1867	Thomas Graham	65 3	16 9	6 9	44	55	20	iron, screw.			
2,688	52,827	Love Bird	ditto	„	1865	Charles Williamson and others	188 6	27 0	15 0	448	563	90	iron, screw.			
2,689	47,828	Andalusia	ditto	„	1863	William Gifford	137 2	19 8	11 7	213	274	50	iron, screw.			
2,690	55,124	Normandy	ditto	„	1867	D. R. M'Gregor and others	181 2	26 0	10 9	263	387	80	iron, screw.			
2,691	55,125	Leith	ditto	„	„	- - ditto	290 7	35 7	18 5	957	1,408	200	iron, screw.			
2,692	55,127	Garrison	ditto	„	„	William Laing and another	206 7	28 7	16 6	550	702	95	iron, screw.			

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	——
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
2,693	55,128	Vine	Leith - 1867	1867	Oriental Screw Collier Company	191 3	27 0	10 0	441	649	90	iron, screw.
2,694	53,201	Powerful	ditto - „	1865	William Steedman and others	89 9	18 2	9 5	30	87	34	
2,695	28,678	Pet	ditto - „	1861	- - ditto	79 6	16 0	8 9	19	63	30	
2,696	55,130	Dhu Hartach	ditto - 1868	1868	Commissioners of Northern Lighthouses	40 2	18 0	9 8	27	124	75	iron.
2,697	55,132	Don	ditto - „	„	D. R. M'Gregor and others	241 6	30 3	22 7	710	1,154	120	iron, screw.
2,698	22,043	Souchays	ditto - „	1858	J. J. Cowan	193 7	27 3	15 7	409	629	140	iron, screw.
2,699	55,134	Waverley	ditto - „	1868	D. R. M'Gregor and others	190 2	27 0	17 8	388	644	90	iron, screw.
2,700	62,271	Headquarters	ditto - „	„	William Laing	211 0	29 2	16 6	519	823	100	iron, screw.
2,701	52,868	Paris	ditto - „	1865	D. R. M'Gregor and others	226 7	28 0	15 7	505	792	114	iron, screw.
2,702	55,037	Cumberland	ditto - „	1866	John Buchanan and others	227 4	28 0	15 0	463	727	106	iron, screw.
2,703	27,699	Bull Dog	ditto - „	1859	James Douglass	79 4	16 3	9 0	17	65	30	
2,704	53,418	Chieftain's Bride	Lerwick - 1868	1866	Hugh M'Lean	88 5	18 1	9 0	64	94	18	iron, screw.
2,705	44,298	Bob Chambers	Montrose - 1862	1862	Montrose Steam Tug Company (Limited)	80 6	16 8	8 8	18	67	29	
2,706	45,614	Teazer	ditto - 1863	1863	- - ditto	79 3	16 9	9 1	22	69	28	
2,707	27,527	Windward	Peterhead - 1866	1860	William Mitchell and others	118 5	28 9	16 5	246	321	30	screw.
2,708	19,534	Mazinthian	ditto - „	1850	James Arbuthnot and others	130 0	28 0	16 2	308	397	40	screw.
2,709	55,345	Eclipse	ditto - 1867	1867	- - ditto	141 5	29 4	16 3	296	435	50	
2,710	27,526	Jan Mayen	ditto - „	1859	Robert Morrison and others	119 0	29 2	17 4	233	337	40	screw.
2,711	19,728	*Merlin	Port Glasgow 1851	1850	J. O. Lever	150 8	16 1	8 0	104	159	—	
2,712	44,295	Gloriana	ditto - 1864	1862	United Steam Towing and Navigation Company (Limited).	80 0	16 2	8 9	22	68	28	
2,713	8,754	Brothers	ditto - „	1854	- - ditto	71 5	14 9	8 0	13	57	20	
2,714	45,661	Sunrise	ditto - 1866	1866	Lawrence Hill and others	141 5	21 1	10 7	152	223	55	
2,715	20,126	Rover	ditto - „	1861	United Steam Towing and Navigation Company (Limited).	90 0	18 6	9 3	29	91	50	
2,716	45,662	Sunshine	ditto - „	1866	Lawrence Hill	184 5	25 2	13 9	282	457	125	
2,717	45,663	St. Rollux	ditto - „	„	Farlane M'Farlane	64 6	17 9	7 6	40	59	16	
2,718	55,455	Yankee	ditto - 1868	1858	John Laird	78 0	14 1	5 0	32	46	18	iron, screw.
2,719	45,665	Dunvegan Castle	ditto - „	1868	William Lang and others	140 5	20 6	11 0	126	229	60	iron, screw.
2,720	62,401	Maori	ditto - „	„	Thomas Blackwood and others	144 0	19 1	9 2	118	174	60	iron, screw.
2,721	62,402	Sunlight	ditto - „	„	Lawrence Hill	162 2	22 7	12 7	231	340	70	iron, screw.
2,722	26,982	Black Diamond	Troon - 1868	1865	John Gilmour and others	148 2	21 6	11 6	134	257	74	screw.
2,723	7,802	Xantho	Wick - 1864	1848	John M'Gann	114 0	17 8	8 4	44	53	60	iron.
2,724	21,702	Countess of Galloway	Wigtown - 1847	1847	Galloway Steam Navigation Company	165 5	24 4	14 3	284	452	200	iron.
2,725	18,739	Maid of the May	Ballina - 1857	1857	Commissioners of the River May Navigation	79 7	18 0	9 4	37	86	35	
2,726	- -	*Grand Junction	Belfast - 1844	1843	William Dargan	94 6	18 0	10 0	62	130	60	
2,727	- -	*Countess of Caledon	ditto - „	1838	- - ditto	73 6	11 4	6 7	16	48	30	

2,728	22,936	Semaphore	ditto	1855	1855	Belfast Screw Steam Shipping Company	206	3	24	2	15	6	381	560	120	
2,729	13,303	Vesta	ditto	1856	1856	Hugh Andrews and others	76	0	15	3	8	0	13	56	29	
2,730	45,124	Electric	ditto	1863	1863	Belfast Steam Ship Company	210	1	27	1	14	4	311	571	150	iron, screw.
2,731	44,125	Magnetic	ditto	„	„	- - ditto	210	1	27	1	14	4	311	572	150	iron, screw.
2,732	45,635	Zealous	ditto	1864	1864	Hugh Andrews	83	5	17	3	9	0	18	70	30	
2,733	49,718	Erin	ditto	1865	„	John Brown	205	2	21	0	7	7	128	210	110	iron.
2,734	18,205	Arbutus	ditto	1866	1854	Belfast Steam Ship Company	179	9	22	6	12	3	237	323	75	iron, screw.
2,735	45,597	Pioneer	ditto	„	1863	Hugh Andrews	76	8	15	6	8	4	19	57	24	
2,736	25,063	Robert Burns	ditto	„	1857	John Forsyth	106	0	18	5	8	2	59	111	40	iron, screw.
2,737	49,726	Pilot	ditto	„	1866	Edward James Harland	62	0	14	5	5	9	26	38	7	iron & wood, screw.
2,738	49,727	Galvanic	ditto	1867	1867	Belfast Steam Ship Company	209	6	27	1	14	4	307	570	170	iron, screw.
2,739	49,728	Wonder	ditto	„	„	Hugh Andrews, jun.	95	4	18	4	9	8	28	103	50	iron.
2,740	60,308	Voltaic	ditto	„	„	Belfast Steam Ship Company	209	4	26	7	14	2	286	547	170	iron, screw.
2,741	60,309	Lady Alice Kenlis	ditto	1868	1868	Hugh Andrews, jun.	123	3	19	0	9	0	126	214	50	iron, screw.
2,742	60,315	Hebe	ditto	„	„	E. J. Harland and another	120	0	20	8	8	9	113	157	25	iron, screw.
2,743	49,725	Lady Alice Hill	ditto	„	1866	Hugh Andrews, jun., and another	155	3	20	5	10	6	158	258	55	iron, screw.
2,744	49,721	Earl of Belfast	ditto	„	„	Robert Henderson and others	176	6	24	0	13	0	243	402	80	iron, screw.
2,745	43,591	Alderman Ridley	Coleraine	1867	1861	Coleraine Town Commissioners	75	1	15	3	8	4	18	55	24	
2,746	22,018	Banshee	ditto	1868	1868	Thomas Barklie and another	95	5	17	2	6	9	64	88	25	iron, screw.
2,747	- -	*Star	Cork	1843	1839	Sir Richard Musgrave	75	9	14	3	6	3	33	61	—	
2,748	- -	*Kingston	ditto	1846	1829	James Denny	76	6	17	9	9	0	34	106	—	
2,749	11,576	*Pilot	ditto	1847	1847	J. A. Harley and others	79	0	16	3	8	8	23	80	35	
2,750	11,575	*Royal Alice	ditto	„	„	J. F. Maguire and others	145	4	18	4	8	0	105	144	100	iron.
2,751	8,567	*Victoria	ditto	1852	1852	Charles Sugrue and others	134	0	15	1	7	6	82	111	50	iron.
2,752	10,139	*Little Paddy	ditto	1853	1829	G. Sutton	50	0	13	0	7	6	28	35	18	
2,753	8,568	*Albert	ditto	1854	1854	Charles Sugrue and others	133	3	15	1	7	7	77	107	50	
2,754	8,570	*Fairy	ditto	„	1853	J. E. Tracy and others	98	8	13	0	6	7	38	56	24	
2,755	1,304	Pelican	ditto	1859	1850	Ebenezer Pike and others	205	6	28	3	15	8	426	627	140	iron.
2,756	8,321	Preussischer Adler	ditto	1860	1845	- - ditto	244	7	33	0	17	0	648	1,017	400	iron.
2,757	8,483	Sabrina	ditto	„	1844	- - ditto	219	6	27	5	14	8	404	642	300	iron.
2,758	409	Falcon	ditto	„	1854	- - ditto	211	0	28	0	15	0	412	606	100	iron, screw.
2,759	8,322	Dodo	ditto	„	1855	- - ditto	211	4	35	8	15	0	629	926	100	iron, screw.
2,760	11,600	Bittern	ditto	„	1856	- - ditto	212	9	30	0	15	1	452	665	140	iron, screw.
2,761	27,994	Halcyon	ditto	„	1860	- - ditto	215	5	29	0	15	5	467	686	115	iron, screw.
2,762	14,553	William Wallace	ditto	„	1848	George Robertson	75	8	16	7	8	2	10	59	38	
2,763	15,272	Arran Castle	ditto	„	1830	J. W. Robinson and another	101	7	16	6	8	3	48	94	45	
2,764	8,437	Prince Arthur	ditto	1861	1851	J. F. Maguire and others	153	9	16	6	7	2	105	143	80	iron.
2,765	23,045	Cormorant	ditto	„	1853	Ebenezer Pike and others	259	9	36	2	17	5	681	1,002	180	iron, screw.
2,766	27,999	Lily	ditto	„	1861	- - ditto	120	8	15	2	6	9	56	79	40	iron.
2,767	29,423	Citizen	ditto	„	„	Citizens' River Steamers Company (Limited)	160	0	17	7	7	1	73	129	80	iron.
2,768	29,427	Lee	ditto	„	„	Gerard Galway and another	60	0	17	7	7	1	73	129	80	iron.
2,769	28,337	Brunel	ditto	1862	1860	George Sutton & Son	82	0	17	4	9	4	21	81	35	
2,770	44,406	Commissioner	ditto	1863	1862	Cork Harbour Commissioners	108	6	18	2	7	3	42	92	40	iron.
2,771	29,535	Pilot	ditto	„	1861	A. Sutton and another	88	4	18	1	9	5	33	90	40	
2,772	43,645	George P. Bidder	ditto	1864	1862	George Sutton	82	3	17	4	9	1	27	78	35	
2,773	44,416	United States	ditto	„	„	John Dawson and others	106	0	18	9	10	0	52	126	70	iron.
2,774	44,417	Lord Clyde	ditto	„	„	Robert Seaton and others	103	8	18	5	9	8	34	115	50	iron.

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	—
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
2,775	28,570	Scottish Chief	Cork - 1865	1865	J. W. Savage	74 1	15 4	8 1	12	50	26	
2,776	52,555	Egret	ditto - 1866	„	Ebenezer Pike and others	211 5	28 1	17 4	555	816	90	iron, screw.
2,777	49,737	Ida	ditto - „	„	- - ditto	211 6	28 8	17 0	560	775	90	iron, screw.
2,778	49,735	Minna	ditto - „	„	- - ditto	239 1	30 0	16 0	532	783	150	iron, screw.
2,779	43,759	Fear Not	ditto - „	1861	Robert Atcheson	73 9	15 3	8 1	16	51	26	
2,780	52,560	City of Cork	ditto - „	1866	Citizens' River Steamers Company (Limited)	150 9	17 1	6 9	94	140	75	iron.
2,781	55,494	Lord Elgin	ditto - 1867	1867	Robert Seaton and others	96 0	18 1	9 8	68	107	50	iron.
2,782	55,495	Ousel	ditto - „	„	Ebenezer Pike and others	211 6	28 1	17 5	555	816	90	iron, screw.
2,783	55,496	Ceres	ditto - „	„	A. W. Lawe	82 1	16 1	7 0	52	76	20	iron, screw.
2,784	55,497	Gannet	ditto - „	„	Ebenezer Pike and others	211 3	28 1	17 0	556	817	100	
2,785	8,569	Queenstown	ditto - „	1851	Charles Sugrue and others	113 0	15 1	6 9	51	81	32	iron.
2,786	16,848	Fanny	ditto - „	1846	W. D. Seymour	121 2	17 5	7 2	56	89	45	iron.
2,787	58,542	Lord Lyons	ditto - 1868	1868	Robert Seaton and others	90 6	18 2	9 0	31	94	40	iron.
2,788	58,546	Kestrel	ditto - „	„	Ebenezer Pike and others	212 0	28 2	17 0	555	855	99	iron, screw.
2,789	58,547	Lapwing	ditto - „	„	- - ditto	211 4	28 2	17 0	535	841	90	iron, screw.
2,790	58,549	Tern	ditto - „	„	- - ditto	212 5	28 2	17 5	557	863	90	iron, screw.
2,791	16,801	Faugh-a-Ballagh	Drogheda - 1857	1844	Drogheda Steam Packet Company	177 8	31 8	14 0	296	560	392	iron.
2,792	16,807	St. Patrick	ditto - „	1845	- - ditto	184 3	26 4	14 7	269	571	336	iron.
2,793	16,804	Brian Boroimhe	ditto - „	1846	- - ditto	180 0	27 1	15 1	266	583	310	iron.
2,794	16,806	Leinster Lass	ditto - „	1849	- - ditto	200 0	27 4	14 7	308	629	372	iron.
2,795	25,060	Colleen Bawn	ditto - 1862	1862	- - ditto	221 4	28 1	15 3	369	699	400	iron.
2,796	8,794	Duke of Cambridge	Dublin - 1838	1838	City of Dublin Steam Packet Company	158 1	23 5	16 5	269	498	220	
2,797	8,783	Albert	ditto - 1845	1845	- - ditto	146 5	23 0	13 6	210	450	160	iron.
2,798	8,807	*Emerald	ditto - 1846	1846	- - ditto	130 0	20 0	12 3	180	256	60	iron, screw.
2,799	13,400	*Pilot	ditto - „	1843	Thomas Joliffe	84 2	16 7	9 0	39	109	60	
2,800	8,785	*Diamond	ditto - „	1846	City of Dublin Steam Packet Company	130 0	20 0	12 5	184	256	60	
2,801	8,808	*Fairy	ditto - 1849	1849	- - ditto	129 0	16 3	8 3	81	153	65	iron.
2,802	8,790	Prince of Wales	ditto - 1851	1846	Sir J. K. James, Bart., and another	174 1	21 6	11 4	205	340	80	iron.
2,803	523	Duke of Cornwall	ditto - 1852	1842	J. Ennis and others	170 8	26 4	17 0	325	607	360	
2,804	13,694	Foyle	ditto - „	1848	- - ditto	196 5	25 8	16 8	444	704	400	iron.
2,805	12,348	*Adeline	ditto - 1853	1828	C. Pearson	70 5 in.	17 11 in.	10 9 in.	35	67	40	
2,806	8,778	St. Columba	ditto - 1854	1847	City of Dublin Steam Packet Company	205 3	26 4	15 1	358	653	375	iron.
2,807	8,691	*Standard	ditto - 1855	1854	J. Stirling	174 5	24 9	13 7	294	422	100	iron, screw.
2,808	25,051	Sea Flower	ditto - „	1855	A. W. Lawe	58 3	11 4	6 8	4	23	20	iron, screw.
2,809	11,539	Artizan	ditto - 1857	1856	Great Southern and Western Railway Company.	113 3	12 1	6 5	34	54	40	iron.

2,810	15,465	Duchess of Argyle	ditto	„	1848	- - ditto	150	9	15	1	6	6	53	85	60	iron.
2,811	28,718	Leinster	ditto	1860	1860	City of Dublin Steam Packet Company	343	0	35	0	19	0	386	1,383	700	iron.
2,812	28,720	Ulster	ditto	„	„	- - ditto	336	7	35	2	18	8	539	1,421	750	iron.
2,813	28,722	Connaught	ditto	„	„	- - ditto	338	0	35	2	18	8	450	1,412	700	iron.
2,814	28,724	Munster	ditto	„	„	- - ditto	336	6	35	2	18	8	541	1,432	750	iron.
2,815	28,723	Star	ditto	„	„	James Stirling	160	2	21	2	12	9	186	274	85	iron, screw.
2,816	28,725	Torch	ditto	„	„	- - ditto	160	2	21	2	12	9	186	274	85	iron, screw.
2,817	29,527	Ballymurtagh	ditto	1861	„	Grand Canal Company	67	2	15	0	5	1	28	41	16	iron, screw.
2,818	28,334	Lioness	ditto	„	„	John Walsh	82	5	16	3	8	8	16	66	30	
2,819	28,573	William Hall	ditto	„	„	Charles Palgrave	85	9	17	3	8	9	22	75	35	
2,820	29,480	Challenge	ditto	„	„	John Walsh	87	3	16	6	8	9	21	75	48	
2,821	29,705	Norfolk Hero	ditto	1862	1861	Charles Palgrave and another	85	5	16	6	8	8	25	71	35	
2,822	27,363	Sisters	ditto	„	1859	David and George Renwick	78	5	15	9	8	5	21	62	30	
2,823	27,701	Hecla	ditto	„	„	J. Boyce and others	82	5	16	9	8	0	17	66	30	
2,824	45,836	Lord Gough	ditto	1863	1863	Joseph Boyce and another	243	5	26	3	14	8	434	689	350	iron.
2,825	45,844	Lord Clyde	ditto	1864	„	- - ditto	243	3	26	3	14	8	434	689	350	iron.
2,826	45,270	Earl of Carlisle	ditto	„	1864	Joseph Boyce and others	243	2	26	3	14	8	434	689	350	iron.
2,827	45,849	Dublin	ditto	„	1862	Grand Canal Company	71	1	13	3	5	9	34	47	30	iron, screw.
2,828	45,850	Athlone	ditto	„	1863	- - ditto	71	1	13	3	6	3	36	48	30	iron, screw.
2,829	49,511	Limerick	ditto	„	1862	- - ditto	71	6	13	3	6	2	34	47	30	iron, screw.
2,830	50,065	General Lee	ditto	1865	1864	Charles Palgrave and another	186	9	28	6	10	6	437	643	120	iron, screw.
2,831	20,437	General Havelock	ditto	„	1858	John Renwick and another	79	1	15	7	8	7	12	59	25	
2,832	49,527	Lady Wodehouse	ditto	1866	1866	John Ennis and others	225	0	28	5	15	8	500	736	180	iron, screw.
2,833	17,769	Isabella Croll	ditto	„	1854	United Kingdom Screw Collier Company (Limited).	162	3	26	7	16	4	375	481	27	iron, screw.
2,834	53,013	Meteor	ditto	„	1865	Charles Palgrave and another	204	7	27	5	15	7	499	629	90	iron, screw.
2,835	55,237	Dodder	ditto	„	1866	Frederick Barrington	148	4	17	0	9	4	88	163	80	iron.
2,836	55,239	Dublin	ditto	„	„	United Kingdom Screw Collier Company (Limited).	174	3	28	2	13	6	324	476	70	iron, screw.
2,837	55,240	Shark	ditto	„	„	Irish Sea Fishery Company (Limited)	119	4	19	9	9	5	114	168	40	iron, screw.
2,838	25,151	Lady Eglinton	ditto	1867	1853	John Ennis and others	228	5	27	9	16	0	512	753	150	iron, screw.
2,839	55,246	Number One	ditto	„	1866	Corporation for Preserving and Improving the Port of Dublin.	99	7	18	5	8	4	20	101	50	iron.
2,840	54,640	Lord Byron	ditto	„	1865	Charles Palgrave and another	200	5	29	4	17	4	515	758	130	iron, screw.
2,841	44,313	Marseille	ditto	„	1862	David Renwick	84	7	17	8	9	4	30	83	36	
2,842	45,833	Princess Alexandra	ditto	„	1863	Port of Dublin Corporation	201	5	24	0	13	5	250	396	180	iron.
2,843	54,949	Marquis of Abercorn	ditto	„	1865	Joseph Boyce	260	6	30	3	14	3	535	849	350	iron.
2,844	58,392	Kildare	ditto	1868	1867	City of Dublin Steam Packet Company	240	5	27	0	14	7	454	785	300	iron.
2,845	58,401	Mullingar	ditto	„	1868	- - ditto	239	0	27	0	14	5	424	735	300	iron.
2,846	8,811	Prince Arthur	ditto	„	1851	- - ditto	198	8	26	5	11	8	168	396	220	iron.
2,847	51,467	St. Patrick	ditto	„	1848	- - ditto	239	6	27	2	15	7	363	746	400	iron.
2,848	45,840	Alexandra	ditto	„	1863	Charles Palgrave and another	180	0	26	9	16	0	363	581	90	iron, screw.
2,849	58,404	Little Mountain	ditto	„	1868	J. S. Campbell and others	111	0	21	0	9	3	125	169	25	iron, screw.
2,850	8,810	Trafalgar	ditto	„	1848	Sir J. K. James, Bart., and another	190	4	28	7	16	4	331	689	350	iron.
2,851	8,809	Iron Duke	ditto	„	1844	- - ditto	222	0	28	2	17	2	361	740	320	iron.
2,852	8,800	Windsor	ditto	„	1846	- - ditto	246	5	28	4	16	4	475	816	325	iron.
2,853	8,787	Eblana	ditto	„	1849	City of Dublin Steam Packet Company	209	6	26	7	15	5	278	612	350	iron.
2,854	8,781	Royal William	ditto	„	1837	- - ditto	175	8	26	5	15	8	251	564	270	

RETURN of Steam Vessels Registered in the United Kingdom on or before the 1st day of January 1869, &c.—*continued.*

No.	Official Number.	VESSELS' NAMES.	Port and Date of Registry.	Date of Build.	REGISTERED OWNERS.	DIMENSIONS. Length.	Breadth.	Depth of Hold.	TONNAGE. Exclusive of Engine Room.	Gross Tonnage.	Horse Power.	——
						Feet. 10*ths.*	*Feet.* 10*ths.*	*Feet.* 10*ths.*				
2,855	17,018	Pride of Erin	Dundalk 1847	1847	Dundalk Steam Packet Company	194 8	26 2	15 7	377	661	356	iron.
2,856	17,032	Enterprize	ditto 1856	1856	N. T. Coleman and others	221 5	30 6	15 1	442	708	320	iron.
2,857	18,089	Emerald Isle	ditto 1862	1862	Dundalk Steam Packet Company	235 5	28 2	15 1	374	718	320	iron.
2,858	22,810	Earl of Erne	ditto 1868	1855	ditto	219 4	31 5	14 7	395	651	300	iron.
2,859	21,481	Eglinton	Galway 1863	1862	B. L. Guinness and others	115 5	16 0	7 5	67	94	40	iron.
2,860	823	Holyrood	Limerick 1854	1852	Limerick Steam Ship Company	191 5	25 0	15 5	358	533	100	iron, screw.
2,861	20,677	Princess Alexandra	ditto 1863	1863	ditto	212 5	27 5	15 3	428	629	140	iron, screw.
2,862	20,678	Limerick	ditto 1865	1865	ditto	212 0	27 5	15 9	486	730	140	iron, screw.
2,863	29,045	Alexandra	Londonderry, 1864	1864	D. H. Stone and another	107 6	15 7	8 0	56	92	65	
2,864	29,048	Pioneer	ditto 1865	1865	William Newett	57 0	14 1	7 7	33	45	12	screw.
2,865	47,926	Swilly	ditto 1867	1849	George Green and another	82 2	20 1	7 6	55	80	26	iron.
2,866	19,101	*Annsbro'	Newry 1855	1846	J. T. Hay	94 6	17 2	8 8	62	106	—	
2,867	27,712	Ranger	ditto 1862	1860	W. H. Carvill	85 0	16 9	9 2	17	75	35	
2,868	14,388	Dandy	ditto 1866	1857	Harbour of Carlingford Lough Improvement Commissioners.	98 0	17 6	9 2	19	84	45	
2,869	12,855	*Janet	Sligo 1854	1853	Middleton and Pollexfen	76 2	10 5	6 3	34	46	18	screw.
2,870	18,440	Liverpool	ditto 1865	1864	Sligo Steam Navigation Company (Limited)	199 1	26 3	13 2	289	488	140	iron, screw.
2,871	12,859	Sligo	ditto „	1857	ditto	163 9	22 0	11 0	192	282	65	iron, screw.
2,872	22,935	Glasgow	ditto 1867	1855	ditto	187 9	23 4	12 2	228	369	92	iron, screw.
2,873	341	*Diana	Waterford 1849	1849	Malcolmson Brothers	183 2	23 9	13 6	390	527	100	iron.
2,874	578	*Citizen	ditto „	1846	ditto	140 6	19 3	12 0	167	236	30	iron.
2,875	67	*Dublin	ditto „	„	ditto	146 2	19 2	12 1	241	330	28	iron, screw.
2,876	64	*Magnet	ditto 1852	1844	T. H. Johnson	187 0	23 9	13 6	296	529	140	iron.
2,877	5	*Ceres	ditto „	1852	Malcomson Brothers	199 0	23 4	14 7	382	581	100	iron, screw.
2,878	66	*Lion	ditto 1853	1847	ditto	215 4	25 4	14 9	460	729	250	iron.
2,879	4	*Vesta	ditto „	1853	ditto	199 9	24 7	14 6	430	616	100	iron, screw.
2,880	14,204	*Ranger	ditto 1854	1846	ditto	181 0	20 0	13 6	308	407	40	iron, screw.
2,881	14,218	Shamrock	ditto 1855	1836	Waterford Commercial Steam Navigation Company.	130 7	17 4	8 8	136	191	80	iron.
2,882	8,589	Brenda	ditto 1856	1855	Malcomson Brothers	212 0	25 0	17 0	601	772	120	iron, screw.
2,883	8,591	Minna	ditto „	1856	C. K. Priolean	212 0	26 0	17 0	615	774	264	iron, screw.
2,884	8,600	Aurora	ditto „	„	Malcomson Brothers	205 5	26 0	15 2	401	589	130	iron, screw.

2,885	27,846	Una	Waterford	1859	1859	D. Malcomson and others	250	7	30	2	20	8	1,006	1,236	250	iron, screw.
2,886	27,847	Gipsy	ditto	„	„	William Malcomson and others	205	8	30	2	15	9	470	691	250	iron, screw.
2,887	27,850	Zephyr	ditto	1860	1860	- - ditto	209	7	28	3	14	9	462	679	250	iron, screw.
2,888	28,900	Beta	ditto	1861	1861	- - ditto	219	8	30	0	16	9	508	747	160	iron, screw.
2,889	28,897	Tintern	ditto	„	„	- - ditto	126	7	19	2	8	8	79	146	70	iron.
2,890	29,542	Ada	ditto	„	„	- - ditto	250	0	30	0	21	1	795	1,169	260	iron, screw.
2,891	29,543	Nora	ditto	„	„	- - ditto	177	6	26	3	14	2	294	432	100	iron, screw.
2,892	29,545	Era	ditto	„	„	- - ditto	201	5	24	0	15	0	438	560	90	iron, screw.
2,893	29,548	Delta	ditto	1862	„	Malcomson Brothers	201	2	24	1	16	5	454	594	90	iron, screw.
2,894	29,549	Bellona	ditto	„	1862	- - ditto	300	3	34	2	24	1	1,479	1,888	300	iron, screw.
2,895	29,426	Erin	ditto	„	1861	William Malcomson	119	2	15	0	7	1	53	82	25	iron, screw.
2,896	45,351	Cella	ditto	„	1862	Malcomson Brothers	297	4	34	4	24	0	1,567	1,992	300	iron, screw.
2,897	21,184	Lorton	ditto	1863	1855	William Malcomson and others	67	6	14	0	6	5	28	41	30	iron, screw.
2,898	45,356	Rosa	ditto	„	1863	- - ditto	130	3	19	2	8	1	88	148	65	iron.
2,899	45,355	Camilla	ditto	„	„	- - ditto	235	3	29	6	17	0	536	789	140	iron, screw.
2,900	29,550	Parana	ditto	„	1862	- - ditto	251	4	32	2	21	9	1,025	1,320	180	iron, screw.
2,901	45,359	Paraguay	ditto	1864	1864	- - ditto	251	2	32	1	21	6	1,179	1,444	180	iron, screw.
2,902	45,360	Atalanta	ditto	„	„	- - ditto	341	6	34	2½	23	9	1,725	2,198	400	iron, screw.
2,903	47,541	Montezuma	ditto	„	1858	- - ditto	221	5	30	2½	19	2	619	911	140	iron, screw.
2,904	45,017	Leda	ditto	„	1862	- - ditto	191	3	28	9	17	3	486	715	90	iron, screw.
2,905	49,732	Cordova	ditto	1865	1864	- - ditto	245	5	30	3	16	9	1,115	1,415	250	iron, screw.
2,906	49,733	Nereid	ditto	„	„	David Malcomson	73	0	12	0	7	0	20	32	20	iron, screw.
2,907	49,736	Aura	ditto	„	1865	William Malcomson and others	201	0	26	0	15	0	471	692	100	iron, screw.
2,908	49,738	William Penn	ditto	1866	1866	- - ditto	316	3	36	3	28	6	1,800	2,647	450	iron, screw.
2,909	49,740	Vandeleur	ditto	„	„	- - ditto	129	3	19	0	8	5	102	151	75	iron.
2,910	55,471	Olga	ditto	„	„	- - ditto	218	6	29	9	13	7	468	688	150	iron, screw.
2,911	23,043	Cymba	ditto	1867	1850	- - ditto	197	3	29	8	15	0	458	673	140	iron, screw.
2,912	55,476	Ida	ditto	1868	1867	- - ditto	148	6	19	1	8	7	87	172	75	iron.
2,913	23,922	Troubadour	ditto	„	1841	- - ditto	208	5	32	8	13	8	387	615	180	iron.
2,914	55,477	Lara	ditto	„	1868	- - ditto	238	5	31	9	15	6	500	801	210	iron, screw.
2,915	20,250	Erin	Wexford	1858	1858	Richard Devereux	81	5	16	1	8	9	17	68	40	
2,916	44,288	Ruby	ditto	1863	1862	Wexford Harbour Commissioners	90	2	17	9	9	8	36	98	46	

Number of Vessels - - - - - - - 2,916

Amount of Registered Tonnage - - - - 904,191

Amount of Gross Tonnage - - - - - 1,341,106

General Register and Record Office of Shipping and Seamen,
London, 24 July 1869.

Jno. J. Mayo,
Registrar General.

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VESSELS' NAMES.	Port of Registry.	No. of Reference.
Aber	Sunderland	2,119
Aberdeenshire	Hull	974
Abyssinia	Glasgow	2,527
Acadia	- ditto	2,453
Achilles	Liverpool	1,369
Achilles	Sunderland	2,137
Achilles	Newcastle	1,669
Achievement	Shields	1,874
Ada	Waterford	2,890
Adalia	London	425
Adelaide	Glasgow	2,452
Adele	Liverpool	1,414
Adeline	Dublin	2,805
Adeline	London	134
Adeline	- ditto	535
Adjutant	Liverpool	1,354
Admiral	Greenock	2,600
Admiral	London	491
Admiral	Middlesborough	1,513
Admiral	Newcastle	1,607
Admial Moorsom	Chester	785
Adria	London	541
Adriatic	- ditto	263
Advance	Middlesborough	1,522
Advance	Shields, South	1,944
Advance	Sunderland	2,085
Advance	- ditto	2,128
Adventurer	Liverpool	1,256
Aërial	Plymouth	1,727
Africa	Glasgow	2,282
Agamemnon	Liverpool	1,347
Agia Sofia	- ditto	1,136
Agnes	Glasgow	2,432
Agnes Jack	Liverpool	1,340
Aid	London	114
Aid	Southampton	1,984
Airedale	London	158
Ajax	Bristol	700
Ajax	Faversham	822
Ajax	Liverpool	1,351
Ajax	- ditto	1,421
Ajax	Whitehaven	2,182
Alabama	Liverpool	1,196
Alacrity	London	214
Alacrity	Shields	1,798
Alar	London	151
Alarm	Bristol	703
Alarm	London	209
Albanian	Liverpool	1,104
Albany	Shields, South	1,932
Albert	Cork	2,753
Albert	Dublin	2,797
Albert	Glasgow	2,459
Albert	Grimsby	871
Albert	Hull	965
Albert	- ditto	976
Albert	London	352
Albert Edward	- ditto	299
Albert Victor	- ditto	509
Albion	Glasgow	2,539
Albion	Hartlepool, West	913
Albion	Hull	952
Albion	Liverpool	1,124
Albion	- ditto	1,144
Albion	- ditto	1,232
Albion	London	36
Albion	- ditto	661
Albion	Shields	1,784
Albion	- ditto	1,900
Alderman Ridley	Coleraine	2,745
Alemania	London	401
Aleppo	Glasgow	2,376
Alert	Liverpool	1,342
Alexander	Dundee	2,258
Alexandra	Dublin	2,848
Alexandra	London	374
Alexandra	- ditto	427
Alexandra	- ditto	549
Alexandra	- ditto	645
Alexandra, No. 2	- ditto	489
Alexandra	Londonderry	2,863
Alexandra	Newhaven	1,711
Alford	London	426
Alhambra	Liverpool	1,370
Alice	Glasgow	2,468
Alice	Grangemouth	2,563
Alice	Liverpool	1,464
Alice	London	303
Alice	Preston	1,747
Alliance	Leith	2,643
Alliance	London	164
Alliance	Southampton	1,974
Alma	Bristol	718
Alma	Glasgow	2,335
Alma	Greenock	2,579
Alma	Leith	2,630
Alma	Newcastle	1,559
Alpha	Rochester	1,755
Alpheus	Alloa	2,224
Alster	Hull	992
Amazon	Liverpool	1,306
Amazon	Newcastle	1,685
Amelia	Shields	1,806
America	London	400
American	Liverpool	1,323
American	Southampton	1,986
Andalusia	Leith	2,689
Andrew Woodhouse	Yarmouth	2,196
Anglia	Dundee	2,256
Anglia	London	233
Anglia	- ditto	517
Anglican	Southampton	1,996
Anita	London	79
Anita	- ditto	597
Ann	Middlesborough	1,492
Ann and Jane	Newcastle	1,537
Ann and Jane	Sunderland	2,058
Anne	Shields	1,895
Anne Milne	Newcastle	1,682
Anne Smith	- ditto	1,673
Annette	- ditto	327
Annie	Goole	864
Annie	Liverpool	1,469
Annie Vernon	- ditto	1,473
Annsbro'	Newry	2,866
Ant	Gainsborough	829
Ant	Liverpool	1,300
Antelope	Newcastle	1,688
Anthony Nichol	- ditto	1,580
Antona	Glasgow	2,512
Apollo	Bristol	706
Apollo	Hull	983
Apollo	Shields	1,794
Aquila	Weymouth	2,171
Arab	Lowestoft	1,484
Arabia	Glasgow	2,349
Arabian	Carlisle	776
Arabian	Liverpool	1,198
Araxes	Hull	1,006
Arbutus	Belfast	2,734

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VESSELS' NAMES.	Port of Registry.	No. of Reference.
Arcadia	Liverpool	1,107
Archimedes	Newcastle	1,642
Arctic	Dundee	2,265
Ardencaple	Glasgow	2,536
Ardgowan	Greenock	2,594
Argo	Hull	946
Argos	London	626
Argus	- ditto	148
Argus	- ditto	275
Argyle	Glasgow	2,358
Argyle	- ditto	2,415
Argyll	Southampton	1,972
Arica	Liverpool	1,405
Ariel	Hull	984
Ariel	Liverpool	1,349
Ariel	London	160
Arno	- ditto	444
Arran Castle	Cork	2,763
Arrow	London	293
Arrow	Middlesborough	1,510
Artemis	Hull	982
Artizan	Dublin	2,809
Artizan	London	224
Ashford	- ditto	443
Asia	Glasgow	2,281
Asia	- ditto	2,382
Asia	London	611
Astarte	Hull	1,028
Aston	Chester	787
Atalanta	Ipswich	1,043
Atalanta	Gainsborough	838
Atalanta	Southampton	1,970
Atalanta	Waterford	2,902
Athenian	London	171
Athlete	Bristol	699
Athlone	Dublin	2,828
Athole	Glasgow	2,417
Atlantic	Liverpool	1,160
Atlas	Bristol	692
Atlas	Dundee	2,260
Atlas	Glasgow	2,312
Atlas	Liverpool	1,438
Atlas	Sunderland	2,055
Atlas	- ditto	2,071
Atrato	London	85
Auckland	- ditto	313
Augusta	Bristol	686
Augusta	Swansea	2,144
Augustine	Liverpool	1,410
Auld Reekie	Leith	2,635
Aunt Alice	Goole	855
Aura	Waterford	2,907
Aurora	London	543
Aurora	Waterford	2,884
Austin Friars	Wisbeach	2,189
Australasian	Glasgow	2,306
Australasian	Liverpool	1,424
Austrian	Glasgow	2,331
Ava	- ditto	2,463
Avalon	Harwich	915
Avoca	London	496
Avoca	- ditto	657
Avon	Bristol	689
Avon	Grangemouth	2,567
Azalea	London	289
Azof	- ditto	137
Badger	Liverpool	1,364
Balbec	Glasgow	2,278
Balbinie	Leith	2,642
Ballymurtagh	Dublin	2,817
Baltic	Leith	2,631
Baltic	London	141
Balmoral	- ditto	599
Bangalore	London	555
Banshee	Colerainc	2,746
Baroda	London	345
Baron Hambro	Hull	1,026
Basingstoke	Southampton	2,010
Bassein	Glasgow	2,401
Battalion	Leith	2,657
Beacon	London	373
Beaufort	Sunderland	2,041
Beauly	London	448
Beaver	- ditto	1
Bebside	Newcastle	1,616
Bee	Gainsborough	831
Bee	Gloucester	843
Bee	Liverpool	1,299
Bee	Sunderland	2,044
Behar	London	186
Belgian	Liverpool	1,248
Belgium	London	71
Bellona	Waterford	2,894
Belmont	Middlesborough	1,494
Belmont	Sunderland	2,070
Belmont	- ditto	2,096
Benbow	London	521
Bengal	- ditto	68
Benwell	Leith	2,656
Berlin	- ditto	2,650
Berlin	Liverpool	1,170
Bermuda	- ditto	1,183
Berrington	Sunderland	2,095
Bertha	Glasgow	2,374
Berwick	London	121
Bessie	Hayle	922
Bests	Shields	1,800
Beta	Waterford	2,888
Beverley	Grimsby	886
Biafra	London	631
Biddick	Sunderland	2,081
Bird of the Harbour	Liverpool	1,154
Birkenhead	- ditto	1,070
Bishop	London	87
Bittern	Cork	2,760
Black Boy	London	153
Black Boy	Sunderland	2,080
Black Diamond	London	627
Black Diamond	Troon	2,722
Black Duck	London	350
Black Dwarf	Glasgow	2,434
Black Eagle	Cardiff	735
Black Eagle	Glasgow	2,495
Black Eagle	Hull	928
Black Prince	Liverpool	1,436
Black Prince	London	285
Black Swan	Newcastle	1,610
Blanche	Glasgow	2,480
Blarney	Liverpool	1,095
Blaydon	Newcastle	1,560
Blazer	Liverpool	1,121
Blessing	Newcastle	1,552
Blonde	London	340
Blonde	- ditto	589
Blossom	Sunderland	2,051
Blue Bell	London	138
Blue Bell	Sunderland	2,075
Blue Bonnet	Leith	2,637
Blue Bonnet	Shields	1,859
Blue Bonnet	Sunderland	2,094
Blue Jacket	Shields	1,864
Blyth	- ditto	1,771
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Bob Chambers	- ditto	754
Bob Chambers	Montrose	2,705
Bob and Harry	Newcastle	1,661
Bobolina	London	182

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Bolivar	Shields	1,879
Bolivia	Liverpool	1,075
Bolivian	London	398
Bolton	- ditto	63
Bombay	- ditto	60
Bon Accord	Aberdeen	2,210
Bon Accord	Newcastle	1,623
Bonnie Dundee	Sunderland	2,105
Bordeaux	Newhaven	1,709
Boreas	London	217
Bosphorus	Hartlepool	888
Bosphorus	London	40
Boston	- ditto	484
Boston	Newcastle	1,648
Boulogne	Gloucester	847
Brackley	Liverpool	1,157
Bradford	Grimsby	879
Bradley	Newcastle	1,656
Braganza	Liverpool	1,114
Brancepeth	Newcastle	1,618
Bravo	Hull	990
Brazilian	London	397
Breeze	- ditto	328
Brenda	Waterford	2,882
Brian Boroimhe	Drogheda	2,793
Bride	Hartlepool, West	914
Bride	Hull	996
Bridegroom	London	8
Bridgwater	Liverpool	1,129
Brigadier	Newcastle	1,703
Brighton	Weymouth	2,172
Brilliant	Shields	1,783
Brilliant	Southampton	1,995
Bristol	Liverpool	1,417
Britannia	Aberdeen	2,207
Britannia	Glasgow	2,414
Britannia	Leith	2,623
Britannia	- ditto	2,678
Britannia	Liverpool	1,072
Britannia	London	128
Britannia	- ditto	129
Britannia	Shields	1,769
Britannia	- ditto	1,826
Britannia	Wisbeach	2,184
British Hero	Hull	940
British Hero	Shields	1,823
British Queen	Glasgow	2,279
British Queen	Hartlepool, West	900
British Queen	Newcastle	1,566
British Queen	Stockton	2,017
British Warrior	Shields	1,789
Briton	Bristol	710
Briton	Falmouth	815
Briton	Newcastle	1,585
Briton	Southampton	1,985
Brittany	- ditto	1,997
Bromsgrove	Sunderland	2,129
Brother Jonathan	Liverpool	1,141
Brothers	Port Glasgow	2,713
Brothers	Shields	1,787
Brownlow	Hull	1,017
Brunel	Cork	2,769
Brunette	London	264
Buccleugh	Yarmouth	2,197
Buda	Leith	2,679
Buffalo	Glasgow	2,440
Bull Dog	Leith	2,703
Bull Dog	Shields	1,805
Bull Dog	- ditto	1,872
Bull Dog	- ditto	1,888
Bulldog	London	166
Burmah	Glasgow	2,346
Burra Burra	London	105
Busheer	Glasgow	2,355
Busy Bee	Newcastle	1,697
Bute	Glasgow	2,397
Bwllfa	London	461
C. S. Butler	London	459
Cadiz	- ditto	69
Cadiz	- ditto	523
Cæsarea	Southampton	2,011
Cairo	Liverpool	1,150
Calabar	London	363
Caledonia	Glasgow	2,348
Caledonia	London	101
Caledonia	Shields	1,882
Californian	Liverpool	1,331
Callao	- ditto	1,146
Calypso	Bristol	716
Calypso	Hull	986
Cambria	Chester	784
Cambria	Dundee	2,270
Cambria	Llanelly	1,480
Cambria	Sunderland	2,135
Cambrian	Southampton	1,980
Cambridgeshire	Wisbeach	2,186
Camel	Glasgow	2,429
Camel	Liverpool	1,336
Camel	- ditto	1,470
Camellia	London	173
Camilla	- ditto	513
Camilla	Waterford	2,899
Campanera	Cowes	797
Camperdown	Dundee	2,252
Canada	Glasgow	2,284
Candia	London	152
Caradoc	Sunderland	2,101
Carbon	Newcastle	1,556
Cardiff Castle	Bristol	722
Cardiff Castle	Cardiff	755
Cardinal Wolsey	Middlesborough	1,504
Carham	Carlisle	777
Caribean	Liverpool	1,345
Carnatic	London	312
Carolina	Glasgow	2,553
Caroline	London	77
Carradaile	Glasgow	2,497
Carrier	Leith	2,638
Carron	Grangemouth	2,559
Carrs	Cowes	799
Carrs	Sunderland	2,060
Cashmere	Glasgow	2,367
Cassini	Liverpool	1,350
Castilian	- ditto	1,199
Caterina	Newcastle	1,695
Catherine Asscar	London	422
Cato	Hull	1,011
Cato	Liverpool	1,085
Cecile	- ditto	1,222
Cella	Waterford	2,896
Celt	Glasgow	2,524
Celt	Greenock	2,613
Celt	Southampton	2,005
Ceres	Cork	2,783
Ceres	Liverpool	1,372
Ceres	Waterford	2,877
Ceylon	London	486
Challenge	Dublin	2,820
Champion	London	450
Champion	Middlesborough	1,505
Champion	Preston	1,751
Champion	Shields	1,804
Chancellor	Glasgow	2,461
Chanticleer	London	288

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Chanticleer	Shields	1,799
Charente	London	415
Charles Capper	ditto	371
Charles Howard	ditto	527
Charles Mitchell	Newcastle	1,633
Charley	Swansea	2,149
Charlotte Ann Williamson	Newcastle	1,609
Charm	London	127
Chase	Glasgow	2,345
Cheduba	ditto	2,338
Chesapeake	ditto	2,317
Chesapeake	Newcastle	1,587
Cheshire	Liverpool	1,241
Chester	London	106
Chevalier	Glasgow	2,525
Chevy Chase	Newcastle	1,700
Chicago	Liverpool	1,381
Chieftain	ditto	1,450
Chieftain	Shields	1,807
Chieftain	Swansea	2,142
Chieftain's Bride	Lerwick	2,704
Childe Harold	London	283
Chile	Liverpool	1,230
Chilian	ditto	1,276
Chiltern	London	552
China	Glasgow	2,323
China	London	468
Chipchase	Shields	1,842
Chloe	Dumfries	2,243
Chloe	London	644
Christina	ditto	183
Christine	ditto	654
Christopher Thomas	Bristol	712
Chrysolite	Grangemouth	2,573
Chrysolite	Liverpool	1,406
Cintra	ditto	1,097
Citadel	Leith	2,676
Citizen	Cork	2,767
Citizen	London	2,874
Citizen (A)	ditto	29
Citizen (B)	ditto	31
Citizen (C)	ditto	585
Citizen (D)	ditto	586
Citizen (E)	ditto	587
Citizen (G)	ditto	27
Citizen (J)	ditto	30
Citizen (K)	ditto	28
Citizen (L)	ditto	32
Citizen (M)	ditto	133
Citizen (N)	ditto	124
Citizen (O)	ditto	125
Citizen (R)	ditto	568
Citizen (P)	ditto	591
Citizen (S)	ditto	569
Citizen (Q)	ditto	592
City of Aberdeen	Aberdeen	2,212
City of Antwerp	Liverpool	1,394
City of Baltimore	ditto	1,100
City of Boston	ditto	1,291
City of Brussels	London	609
City of Buenos Ayres	ditto	595
City of Cork	Cork	2,780
City of Cork	Liverpool	1,215
City of Dublin	ditto	1,265
City of Durham	ditto	1,333
City of Hamburg	London	2
City of Limerick	Liverpool	1,220
City of Limerick	London	660
City of London	Aberdeen	2,204
City of London	Liverpool	1,409
City of London	London	242
City of London	ditto	320
City of Manchester	Liverpool	1,082
City of New York	ditto	1,304
City of Norwich	London	244
City of Paris	Glasgow	2,501
City of Paris	Liverpool	1,348
City of Rio de Janeiro	London	638
City of Rochester	Rochester	1,754
City of Washington	Liverpool	1,108
Clan Alpine	London	305
Clansman	Glasgow	2,510
Clara	ditto	2,365
Clara	Gloucester	840
Claremont	Newcastle	1,689
Claud Hamilton	London	286
Cleator	Liverpool	1,113
Cleopatra	London	646
Cleveland	Liverpool	1,063
Clifton	London	634
Clio	Hull	1,041
Clotilda	London	558
Clutha	Glasgow	2,509
Clutha	Grangemouth	2,562
Clyde	Sunderland	2,040
Clyde	ditto	2,114
Clydesdale	Glasgow	2,328
Cobden	London	565
Cobden	Middlesborough	1,523
Cochrane	Sunderland	2,110
Cockerell	London	189
Cognac	Liverpool	1,172
Coila	Ayr	2,236
Colchester	Liverpool	1,073
Colleen Bawn	Drogheda	2,795
Colletis	Goole	857
Collier	Glasgow	2,321
Collingwood	Shields	1,871
Cologne	London	184
Colonel Phayre	Glasgow	2,462
Colonia	Liverpool	1,188
Colonist	ditto	1,164
Colorado	ditto	1,445
Columbia	Glasgow	2,450
Columbia	London	232
Columbian	ditto	584
Columbine	Gainsborough	835
Columbine	Hull	1,003
Columbine	London	606
Columbus	Liverpool	1,258
Columbus	ditto	1,326
Columbus	Shields	1,885
Comercio de Paysandu	Liverpool	1,430
Cornet	ditto	1,118
Commissioner	Cork	2,770
Commissioner	Newcastle	1,602
Commodore	Greenock	2,587
Commodore	London	55
Commodore	Weymouth	2,175
Como	Sunderland	2,097
Comorin	Glasgow	2,343
Concordia	London	53
Confianza	ditto	451
Confidence	Middlesborough	1,499
Confidence	ditto	1,506
Coniston	Liverpool	1,429
Connaught	Dublin	2,813
Conqueror	Hartlepool, West	902
Conqueror	Glasgow	2,373
Conqueror	ditto	2,547
Conqueror	Liverpool	1,098
Conqueror	ditto	1,122
Conqueror	ditto	1,379
Conqueror	London	403
Conqueror	Shields	1,772
Conquest	Greenock	2,601
Conquest	Shields	1,891
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Constantine	Newcastle	1,646
Constitution	Liverpool	1,446
Contest	Goole	851
Contest	London	488
Contest	Shields	1,852
Contractor	London	102
Contractor	Plymouth	1,726
Contractor	Weymouth	2,174
Conway	London	22
Copernicus	Liverpool	1,383
Coral Queen	Hartlepool, West	901
Corcyra	London	298
Cordova	Waterford	2,905
Cormorant	Cork	2,765
Cornelia	Sunderland	2,127
Corra Linn	- ditto	2,087
Corsair	Bristol	711
Corsair	Glasgow	2,477
Corsica	London	602
Cosmopolitan	- ditto	206
Cosmos	- ditto	480
Cossack	Hull	1,027
Coumoundouros	Hartlepool	889
Countess of Caledon	Belfast	2,727
Countess of Durham	Sunderland	2,050
Countess of Eglinton	Ardrossan	2,233
Countess of Galloway	Wigtown	2,724
Courier	Glasgow	2,502
Courier	Southampton	1,966
Cowen	Newcastle	1,601
Crimean	Liverpool	1,132
Criterion	Newcastle	1,694
Cromwell	London	424
Cronstadt	Hull	961
Cruizer	Liverpool	1,190
Cruizer	Shields, South	1,935
Crusader	Liverpool	1,317
Cuba	Glasgow	2,372
Cuban	Liverpool	1,312
Cuirassier	Boston	675
Cumberland	Leith	2,702
Cumbria	Carlisle	775
Cumbrian	Boston	674
Cupid	Grangemouth	2,564
Cupid	London	542
Curfew	Dundee	2,267
Curfew	Liverpool	1,328
Cyclone	Glasgow	2,411
Cygnet	- ditto	2,274
Cygnet	Newcastle	1,571
Cygnus	Weymouth	2,170
Cymbra	Waterford	2,911
Cymro	Chester	780
Czar	Hull	981
Czar	London	300
Dacca	Glasgow	2,494
Dacia	London	603
Dagmar	Hull	998
Dagmar	Liverpool	1,233
Dahlia	London	162
Daisy	Cardiff	757
Daisy	Greenock	2,598
Dalmatian	Liverpool	1,191
Damascus	Glasgow	2,324
Damietta	Middlesborough	1,521
Damoodah	Glasgow	2,391
Dandemong	London	581
Dandy	Falmouth	814
Dandy	Newry	2,868
Dandy Dinmont	Glasgow	2,423
Dane	Southampton	2,008
Dantzig	Leith	2,659
Danube	Liverpool	1,125
Danube	London	519
Darien	Liverpool	1,305
Dart	Bristol	683
Dart	Liverpool	1,292
Dart	Newcastle	1,572
Dart	- ditto	1,591
Dartmouth	Dartmouth	803
Dauntless	Stockton	2,030
De Brus	Liverpool	1,422
Deacon	Aberdeen	2,217
Deccan	London	658
Deerhound	Liverpool	1,466
Defence	Shields, South	1,925
Defiance	Bridgwater	677
Defiance	Greenock	2,589
Defiance	London	135
Delaware	Liverpool	1,332
Delhi	London	346
Delta	Glasgow	2,285
Delta	Liverpool	1,151
Delta	London	208
Delta	Waterford	2,893
Demetrius	London	145
Denia	Glasgow	2,448
Denia	Sunderland	2,111
Denmark	Liverpool	1,358
Denmark	- ditto	1,454
Derwent	Aberdeen	2,208
Derwent	Sunderland	2,103
Derwent	Workington	2,191
Despatch	Hull	991
Despatch	Leith	2,652
Despatch	Liverpool	1,127
Despatch	London	344
Deva	Goole	862
Development	Liverpool	1,294
Dhu Hartach	Leith	2,696
Diamond	Dublin	2,800
Diamond	Glasgow	2,498
Diamond	Sunderland	2,116
Diana	Hull	1,034
Diana	Waterford	2,873
Dido	Glasgow	2,549
Dido	Hull	960
Die Vernon	Glasgow	2,479
Dieppe	- ditto	2,356
Dijleh	London	372
Diomed	Liverpool	1,451
Dione	Hull	1,029
Dione	Lancaster	1,058
Disowned	London	38
Dispatch	Southampton	1,968
Dodder	Dublin	2,835
Dodo	Cork	2,759
Dolphin	Bristol	704
Dolphin	Falmouth	818
Dolphin	Glasgow	2,505
Dolphin	Liverpool	1,212
Dolphin	London	122
Dolphin	- ditto	229
Don	Leith	2,697
Don	Newcastle	1,546
Don	Rochester	1,756
Don Pedro	Glasgow	2,347
Donati	Liverpool	1,384
Donna	Swansea	2,141
Doris	London	195
Dorset	Liverpool	1,386
Dougal	London	35
Douglas	Aberdeen	2,213
Douglas	Sunderland	2,068

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Douro	Liverpool	1,088
Douro	ditto	1,287
Douro	London	353
Douro	ditto	429
Dragon	Glasgow	2,460
Dragon	London	98
Dragon Fly	ditto	73
Dragon Fly	Swansea	2,138
Dragoon	Newcastle	1,619
Dreadnought	London	582
Dresden	Leith	2,669
Druid	Greenock	2,609
Druid	Sunderland	2,099
Dublin	Dublin	2,827
Dublin	ditto	2,836
Dublin	Waterford	2,875
Duchess	Lancaster	1,060
Duchess	Liverpool	1,395
Duchess of Argyll	Dublin	2,810
Dudley	Newcastle	1,638
Duke of Buccleugh	Penzance	1,716
Duke of Cambridge	Dublin	2,796
Duke of Cornwall	ditto	2,803
Duke of Sussex	Liverpool	1,076
Duke of Sutherland	London	620
Dumfries	Southampton	1,994
Dunaverty	Campbeltown	2,242
Dunglass	Glasgow	2,315
Dunlop	ditto	2,433
Dunoon Castle	ditto	2,530
Dunvegan Castle	Port Glasgow	2,719
Durham	Shields	1,840
Durham	ditto	1,876
Durley	London	534
Duro	Greenock	2,610
Dwina	Leith	2,641
Dwina	London	276
Eagle	Dundee	2,248
Eagle	Glasgow	2,416
Eagle	London	132
Eagle	ditto	261
Eagle	Swansea	2,143
Eaglescliffe	Middlesboro'	1,530
Earl Percy	Newcastle	1,630
Earl Percy	Shields	1,795
Earl of Aberdeen	London	314
Earl of Arran	Ardrossan	2,228
Eaal of Belfast	Belfast	2,744
Earl of Carlisle	Dublin	2,826
Earl of Dublin	Greenock	2,606
Earl of Durham	Sunderland	2,064
Earl of Elgin	ditto	2,066
Earl of Ellesmere	Liverpool	1,139
Earl of Erne	Dundalk	2,858
Earl of Malmesbury	Plymouth	1,723
Earl of Sunderland	Sunderland	2,032
Earl of Windsor	Cardiff	769
Earl of Zetland	ditto	764
Eastham Fairy	Liverpool	1,180
Eblana	Dublin	2,853
Ebor	Whitby	2,179
Echo	Hull	1,007
Echo	London	643
Echo	Shields	1,809
Echo	Stockton	2,023
Eclair	Dartmouth	809
Eclipse	Liverpool	1,068
Eclipse	Peterhead	2,709
Economy	Clay	792
Economy	Shields	1,781
Edina	Leith	2,668
Edinburgh Castle	Glasgow	2,310
Edith	Hull	995
Edith	London	245
Edith	Newcastle	1,667
Edith Owen	London	464
Edmund Ironsides	Gloucester	842
Edward Hawkins	Hull	1,009
Edward Lindsay	Newcastle	1,675
Effort	Bristol	714
Effort	Greenock	2,611
Effort	Shields	1,846
Eglinton	Galway	2,859
Egmont	London	375
Egret	Cork	2,776
Egyptian	Liverpool	1,186
Eider	London	405
Eider	ditto	503
Eider	Yarmouth	2,202
El Capitan	Greenock	2,608
Elaine	ditto	2,607
Elaine	Sunderland	2,082
Elba	Newcastle	1,584
Eldon	ditto	1,696
Eleanor	Hartlepool	893
Eleanor	London	481
Electra	ditto	562
Electric	Belfast	2,730
Electric	London	255
Elfin	ditto	70
Eliza	Newcastle	1,615
Elizabeth	Aberystwith	665
Elizabeth	Greenock	2,595
Ella Constance	London	167
Ellen Constance	Sunderland	2,090
Ellora	London	190
Elswick	Shields	1,832
Elwy	Liverpool	1,362
Ely	Bristol	687
Ely	Cardiff	747
Emerald	Dublin	2,798
Emerald	Southampton	1,977
Emerald Isle	Dundalk	2,857
Emerald Isle	Hull	1,001
Emeu	London	197
Emily	Glasgow	2,449
Emily	Goole	854
Emily	Liverpool	1,472
Emma	Bristol	715
Emmanuel	London	20
Emperor	ditto	588
Emperor	Hull	925
Emperor	Liverpool	1,163
Emperor	Middlesborough	1,512
Emperor	Plymouth	1,720
Empress	Goole	850
Empress	Hull	1,031
Empress	Liverpool	1,355
Empress	Shields	1,850
Ems	Hull	967
Enchantress	Yarmouth	2,201
Endeavour	Grimsby	868
Endeavour	London	407
Energy	ditto	149
Engineer	Dover	811
Engineer	Shields	1,817
Engineer	Sunderland	2,035
England	Liverpool	1,343
Enid	Newport	1,715
Enniskillen	Grangemouth	2,574
Enterprise	Bristol	698
Enterprise	Dundalk	2,856
Enterprise	Kirkaldy	2,618
Enterprise	Liverpool	1,106
Enterprise	London	39
Enterprise	ditto	193
Enterprise	Shields	1,793

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Eöthen	London	354
Era	Waterford	2,892
Erik	London	418
Erin	Belfast	2,733
Erin	Liverpool	1,263
Erin	Rye	1,764
Erin	Waterford	2,895
Erin	Wexford	2,915
Erl King	London	449
Esk	- ditto	235
Esk	Whitby	2,176
Eslington	Newcastle	1,677
Esmeralda	Liverpool	1,211
Esperanza	London	447
Espigador	Liverpool	1,171
Esquimaux	Dundee	2,263
Essex	London	34
Essex	- ditto	411
Estella	Grangemouth	2,566
Estella	Liverpool	1,360
Esther	London	222
Eston Nab	Middlesbro'	1,507
Ethiope	London	142
Ethiopia	Glasgow	2,531
Etna	Liverpool	1,185
Etna	Shields	1,914
Euclid	London	163
Euclid	Sunderland	2,134
Eugsnie	Grimsby	870
Euphrates	Glasgow	2,340
Europa	- ditto	2,486
Europa	London	540
European	Hull	989
Euxine	London	48
Eversfield	- ditto	64
Excelsior	Glasgow	2,532
Excelsior	London	529
Excelsior	Newcastle	1,653
Excelsior	Shields	1,830
Experiment	Liverpool	1,244
Expert	Shields	1,792
Express	Aberystwith	663
Express	Grangemouth	2,565
Express	Hayle	923
Express	Leith	2,633
Express	London	143
Express	Newcastle	1,581
Express	Shields, South	1,942
Fairfax	London	432
Fairwater	Cardiff	756
Fairy	Cork	2,754
Fairy	Dublin	2,801
Fairy	Greenock	2,590
Fairy	Hull	929
Fairy	- ditto	1,025
Fairy	London	212
Fairy	Plymouth	4,721
Fairy Queen	Bristol	681
Fairy Queen	Liverpool	1,339
Fairy Queen	London	457
Fairy Queen	Newcastle	1,641
Falcon	Cork	2,758
Falcon	Hull	930
Fannie	Glasgow	2,458
Fanny	Cork	2,786
Fanny	Gainsborough	834
Far East	London	349
Fatfield	Sunderland	2,093
Faugh-a-Ballagh	Drogheda	2,791
Favourite	Shields	1,836
Favourite	- ditto	1,847
Fear Not	Cork	2,779
Fearless	Bristol	697
Fearless	Middlesborough	1,503
Felling	Newcastle	1,564
Fenham	- ditto	1,692
Fergus MacIvor	London	623
Fido	Hull	1,022
Fiery Cross	London	574
Fiery Cross	Shields, South	1,947
Fifeshire	Dundee	2,250
Filga	London	641
Filipino	Glasgow	2,455
Fingal	Leith	2,663
Fire King	Liverpool	1,116
Fire Queen	- ditto	1,352
Firefly	Cowes	795
Firefly	Glasgow	2,292
Firefly	Liverpool	1,143
Fitz-james	Glasgow	2,534
Fitzwilliam	- ditto	2,445
Flamborough	Sunderland	2,118
Flamsteed	Liverpool	1,371
Fletcher's Despatch	Hull	953
Fleur-de-Marie	Swansea	2,147
Flora	Hull	958
Florence	Leith	2,675
Florence	London	531
Florence Nightingale	Newport	1,714
Flying Childers	Glasgow	2,538
Flying Childers	Liverpool	1,194
Flying Childers	- ditto	1,251
Flying Cloud	Glasgow	2,503
Flying Dutchman	- ditto	2,545
Flying Dutchman	Shields, South	1,949
Flying Foam	Glasgow	2,550
Flying Huntsman	- ditto	2,546
Flying Meteor	- ditto	2,370
Flying Mist	- ditto	2,542
Flying Scud	Cardiff	770
Flying Scud	Glasgow	2,543
Flying Spray	- ditto	2,541
Flying Squall	- ditto	2,555
Foam	London	334
Forager	Bristol	707
Forest Queen	Hull	1,002
Forfarshire	Dundee	2,254
Forget-me-not	Stockton	2,024
Formosa	Glasgow	2,535
Formosa	London	61
Forrester	Newcastle	1,574
Forster Brothers	- ditto	1,684
Forth	Grangemouth	2,561
Forth	Kirkaldy	2,615
Forth	Leith	2,636
Forth	London	332
Fortuna	- ditto	2,508
Fox	Liverpool	1,363
Foyle	Dublin	2,804
France	Liverpool	1,431
Frankfort	- ditto	1,083
Frederica	Southampton	1,989
Frederick Snowden	Middlesborough	1,518
Friend of all Nations	- ditto	1,519
Friends	Shields, South	1,941
Friends	Sunderland	2,065
Frost	London	506
Fruiterer	Hull	973
Fulmar	Middlesborough	1,525
Fury	Gainsborough	832
Fury	Liverpool	1,119
Fury	Shields	1,913
Fusi Yama	London	302
Fusilier	Newcastle	1,699

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Galicia	- ditto	508
Galileo	Liverpool	1,255
Galvanic	Belfast	2,738
Gambia	Aberdeen	2,206
Gambia	Glasgow	2,552
Ganges	Hull	1,035
Ganges	London	52
Ganges	Shields	1,837
Gannet	Cork	2,784
Gannet	London	538
Gareloch	Cowes	796
Garibaldi	Leith	2,651
Garibaldi	Newcastle	1,626
Garibaldi	Rochester	1,762
Garland	Glasgow	2,526
Garrison	Leith	2,692
Gateshead	Newcastle	1,600
Gazelle	Rochester	1,758
Geelong	London	479
Gem	Bristol	690
Gem	- ditto	708
Gem	Greenock	2,583
Gem	Leith	2,667
Gem	Shields	1,909
Gem	Southampton	1,971
Gem	Wells	2,167
General Havelock	Dublin	2,831
General Havelock	Sunderland	2,109
General Havelock	- ditto	2,132
General Lee	Dublin	2,830
General Williams	Glasgow	2,294
Genova	- ditto	2,334
Gently	Sunderland	2,049
George	Shields	1,896
George Elliott	London	330
George Jackson	Goole	867
George P. Bidder	Cork	2,772
George Peabody	London	282
George Peabody	- ditto	601
George Pyman	Hartlepool, West	910
George Reed	Bridgwater	680
George and Jane	Hull	957
Georgia	Liverpool	1,257
Georgina	London	604
Germania	- ditto	136
Germany	Glasgow	2,517
Gibraltar	London	103
Gipsy	Liverpool	1,128
Gipsy	Plymouth	1,719
Gipsy	Waterford	2,886
Gipsy King	Sunderland	2,123
Gipsy Queen	Hartlepool, West	896
Gipsy Queen	Liverpool	1,338
Gipsy Queen	Shields	1,820
Giraffe	London	4
Gitana	Hartlepool, West	898
Gitana	Newcastle	1,687
Gladiateur	Shields	1,873
Gladiator	Liverpool	1,271
Gladstone	Middlesborough	1,502
Glasgow	Glasgow	2,296
Glasgow	Sligo	2,872
Gleaner	Cardiff	738
Gleaner	Middlesborough	1,508
Glencairn	- ditto	1,526
Glencoe	- ditto	1,529
Glengarry	- ditto	1,515
Glengyle	London	368
Gloriana	Port Glasgow	2,712
Gnome	Leith	2,655
Go-ahead	Glasgow	2,464
Golconda	London	339
Golden Fleece	London	83
Golden Horn	Hartlepool	894
Goliah	Leith	2,626
Goliah	Shields	1,802
Gondolier	Glasgow	2,431
Good Hope	London	632
Goole	Goole	866
Gosforth	Newcastle	1,651
Governor Higginson	Glasgow	2,303
Goya	Liverpool	1,442
Gozo	Hull	1,023
Grace Darling	Shields	1,773
Grand Junction	Belfast	2,726
Grange	Glasgow	2,499
Granton	London	530
Granville	Southampton	2,013
Grappler	Liverpool	1,375
Grappler	London	580
Gratitude	Swansea	2,159
Great Britain	Liverpool	1,099
Great Conquest	- ditto	1,165
Great Eastern	London	356
Great Emperor	Liverpool	1,261
Great Emperor	Shields, South	1,936
Great Extended	Teignmouth	2,166
Great Northern	Liverpool	1,325
Great Victoria	- ditto	1,227
Great Western	Milford	1,535
Great Yarmouth	Harwich	920
Greata	Grangemouth	2,570
Greatham Hall	Hartlepool, West	895
Grecian	Glasgow	2,469
Grecian	Liverpool	1,175
Greenock	Glasgow	2,354
Grenadier	Newcastle	1,635
Grey Mare Meg	London	11
Griffin	Glasgow	2,394
Griffin	Southampton	1,998
Grimsby	Grimsby	872
Grinkle	Newcastle	1,665
Guayaquil	Liverpool	1,159
Guiding Star	- ditto	1,403
Gunga	- ditto	1,289
Guy Fawkes	Glasgow	2,390
Halcyon	Cork	2,761
Hallett	London	500
Halley	Liverpool	1,335
Hamburgh	London	306
Hampshire	Southampton	2,004
Hannah Simons	Glasgow	2,478
Harkaway	Shields, South	1,931
Harlequin	Bristol	725
Harlequin	Gainsborough	839
Harlequin	Hull	956
Harmony	Shields	1,782
Harmony	Sunderland	2,125
Harraton	- ditto	2,115
Harriet	London	635
Harriet	Middlesborough	1,528
Harriet Agnes	London	476
Harry Clasper	Newcastle	1,577
Harry Kelly	- ditto	1,671
Harry Vane	Sunderland	2,048
Hartlepool	- ditto	2,121
Harvest Home	Shields	1,890
Harvest Queen	Dundee	2,264
Harwich	Harwich	917
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Hasty	Glasgow	2,484
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Haswell	London	251
Haswell	Sunderland	2,033
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Hawk	London	358
Hawthorns	- ditto	256
Hayle	Aberdeen	2,220
Hayle	Hull	1,032
Hazard	Shields	1,907
Headquarters	Leith	2,700
Heather Bell	Aberdeen	2,205
Heather Bell	Liverpool	1,330
Heather Bell	Shields	1,856
Heather Bell	Sunderland	2,073
Heaton Hall	Newcastle	1,672
Hebe	Belfast	2,742
Hebe	Cowes	800
Hebe	London	315
Hecla	Dublin	2,823
Hecla	Glasgow	2,311
Hecla	Hull	950
Hector	Sunderland	2,136
Helen	Liverpool	1,166
Helen M'Gregor	Greenock	2,580
Helen M'Gregor	Hull	977
Helen M'Gregor	Sunderland	2,053
Helena	Liverpool	1,235
Hellan	Shields, South	1,921
Hellenis	London	259
Hellespont	Shields, South	1,950
Helvellyn	Liverpool	1,459
Helvetia	- ditto	1,286
Hemaja	Borrowstoness	2,238
Henry Bell	Glasgow	2,298
Henry Brand	Wisbeach	2,190
Henry E. Taylor	Aberystwith	666
Henry Morton	London	228
Henry Southan	Swansea	2,164
Henry Wright	Shields	1,776
Henry Wright	Shields, South	1,951
Her Majesty	Goole	853
Her Majesty	Liverpool	1,313
Her Majesty	Portsmouth	1,734
Herald	Barrow	672
Herald	Hull	1,000
Hercules	Bristol	693
Hercules	Liverpool	1,173
Hercules	London	37
Hercules	Shields	1,816
Hercules	Shields, South	1,952
Hero	Glasgow	2,519
Hero	Hull	994
Hero	Liverpool	1,197
Hero	London	246
Hero	- ditto	614
Hero	Newcastle	1,691
Hero	Sunderland	2,091
Heron	Ipswich	1,051
Heron	London	351
Hibernia	Chester	789
Hibernia	Dundee	2,261
Hibernia	London	231
Highland Maid	- ditto	25
Hilda	Grimsby	884
Hilda	London	537
Hilda	- ditto	624
Hilda	Whitby	2,178
Himalaya	Glasgow	2,472
Hipparchus	Liverpool	1,435
Hispania	Glasgow	2,529
Holland	London	75
Hollandia	- ditto	656
Holyrood	Limerick	2,860
Home	Shields	1,894
Honfleur	London	458
Honour	Newcastle	1,568
Hope	Hull	1,019
Hotspur	Newcastle	1,698
Houghton	Sunderland	2,100
Hull	Hull	979
Humber	- ditto	947
Humboldt	Liverpool	1,346
Hussar	Newcastle	1,640
Hutton Chaytor	London	120
"I"	Glasgow	2,307
Iberian	Liverpool	1,428
Ibis	Glasgow	2,451
Ida	Cork	2,777
Ida	London	326
Ida	Waterford	2,912
Iduna	Newcastle	1,686
Illyrian	Liverpool	1,432
Imperial	London	107
Imperial	Lowestoft	1,485
Imperial Prince	Shields	1,808
Improvement	Liverpool	1,293
Inca	- ditto	1,117
India	Glasgow	2,329
Indiana	London	240
Industry	Glasgow	2,293
Industry	Newcastle	1,550
Industry	Shields	2,039
Ino	Hull	1,040
Integrity	Shields	1,892
Intrepid	Dundee	2,262
Inverary Castle	Glasgow	2,521
Investigator	London	653
Invincible	Liverpool	1,089
Iona	Glasgow	2,522
Iona	Leith	2,680
Iona	Newcastle	1,647
Ionia	Liverpool	1,149
Iowa	Glasgow	2,428
Ipswich	London	376
Irene	- ditto	65
Iris	Glasgow	2,488
Iris	Liverpool	1,420
Irishman	Glasgow	2,350
Iron Age	Sunderland	2,106
Iron Duke	Cardiff	745
Iron Duke	Dublin	2,851
Iron Era	Hartlepool, West	909
Iron King	Liverpool	1,092
Ironsides	- ditto	1,474
Irwell	Hull	1,016
Isabel	Glasgow	2,396
Isabella	Portsmouth	1,741
Isabella Croll	Dublin	2,833
Isca	Newport	1,713
Isis	Liverpool	1,210
Island Queen	- ditto	1,184
Islay	Glasgow	2,500
Isle of Axholme	Gainsborough	837
Isle of Ely	Wisbeach	2,187
Istrian	Liverpool	1,408
Italia	London	539
Italian	Liverpool	1,179
Ivanhoe	Shields	1,912
J. E. M'Connel	London	598
J. M. Strachan	- ditto	454
J. P. Almond	Newcastle	1,702
J. R. Hinde	London	365
Jabez Bunting	Preston	1,750
Jacare	Liverpool	1,423
Jackal	Glasgow	2,280
Jackal	Middlesborough	1,527
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James Conley	Carnarvon	733
James Joicey	London	321
James Kennedy	Liverpool	1,131
James Mason	Newcastle	1,593
James Rankine	Glasgow	2,447
James Shaw	Stockton	2,026
James Southern	London	438
James Watt	Glasgow	2,295
James Watt	Hull	939
Jan Mayen	Peterhead	2,710
Jane	Bristol	691
Jane Bacon	Liverpool	1,297
Jane Cochrane	Greenock	2,584
Jane and Phœbe	Middlesborough	1,495
Janet	Sligo	2,869
Janet Tennant	London	322
Japan	- ditto	436
Jarrow	Newcastle	1,562
Jarrow	- ditto	1,624
Jasper	Glasgow	2,410
Java	- ditto	2,400
Jerome	Liverpool	1,443
Jessie	Glasgow	2,504
Jessie Brown	- ditto	2,357
Joanna	- ditto	2,305
John Bewick	Shields	1,889
John Bowes	Newcastle	1,551
John Brogden	Swansea	2,156
John Bull	Cardiff	742
John Bull	Hartlepool, West	905
John Bull	London	3
John Bull	- ditto	202
John Edwin	Newcastle	1,629
John Fenwick	London	260
John Hutton	Shields	1,838
John Lee	- ditto	1,779
John Liddell	London	336
John Macintyre	- ditto	329
John Middleton	Newcastle	1,654
John Penn	London	583
John Smart	Shields	1,903
John Taylor	Chester	786
John Usher	Shields	1,812
John Wells	Goole	860
John and James	Cardiff	762
John and Mary	Greenock	2,588
John and William	Newcastle	1,540
Johore	London	357
Jonathan Blacklock	Shields	1,845
Joseph Cowen	Newcastle	1,622
Joseph Hazell	Cardiff	758
Joseph Soames	Hull	963
Joseph Straker	Newcastle	1,606
Joseph and William	- ditto	1,644
Jubilee	London	600
Jubilee	Shields, South	1,939
Judith	Goole	849
Judy	Newcastle	1,613
Jumna	Shields	1,899
Juno	Bristol	726
Jupiter	Liverpool	1,200
Jupiter	London	177
Jura	Glasgow	2,513
Justitia	London	548
Jutland	Hull	959
Juverna	Bristol	682
"K"	Leith	2,649
Kaffraria	London	366
Kaikoura	- ditto	475
Kangaroo	Liverpool	1,147
Kate	Cardiff	752
Kate	Middlesbro'	1,532
Kate	Preston	1,749
Kate	Scarborough	1,765
Kedar	Glasgow	2,319
Kelloe	London	518
Kelpie	Glasgow	2,470
Kelpie	Greenock	2,612
Kenilworth	London	386
Kent	- ditto	33
Kent	- ditto	250
Kepler	Liverpool	1,223
Kestrel	Cork	2,788
Kestrel	Hull	1,037
Kestrel	London	473
Kildare	Dublin	2,844
Kildare Castle	Shields	1,918
Killarney	Goole	858
Killingworth	Sunderland	2,084
Kilmun	Gloucester	841
King Eyo Honesty 2nd	Liverpool	1,162
Kinghorn	Leith	2,677
Kingsbridge Packet	Dartmouth	805
Kingston	Cork	2,748
Kingstown	London	577
Kinloch	Leith	2,673
Kinsale	Glasgow	2,408
Kintyre	Campbeltown	2,241
Kirkless	Liverpool	1,311
Kitten	Newcastle	1,596
Kittiwake	Carlisle	778
Knight Templar	Liverpool	1,295
Koh-i-noor	Grangemouth	2,575
Koina	Liverpool	1,278
Kong Brage	- ditto	1,148
Krishna	- ditto	1,316
Kurrachee	Glasgow	2,332
Kwang Tung	Aberdeen	2,218
Kyles	Glasgow	2,389
La Belle Marie	Gloucester	846
Labrador	London	501
La Plata	Liverpool	1,441
La Plata	London	416
La Plata	- ditto	652
Laconia	Liverpool	1,115
Lady Alice Hill	Belfast	2,743
Lady Alice Kenlis	- ditto	2,741
Lady Beatrix	Sunderland	2,078
Lady Brisbane	Glasgow	2,277
Lady Bute	Cardiff	736
Lady Derby	London	463
Lady Eglinton	Dublin	2,838
Lady Elgin	London	337
Lady Elizabeth	Ipswich	1,049
Lady Flora	Hull	1,036
Lady Franklin	Glasgow	2,360
Lady Havelock	Sunderland	2,112
Lady James	Newcastle	1,621
Lady Kelburne	Glasgow	2,271
Lady of the Lake	Shields	1,887
Lady of the Lake	Southampton	1,988
Lady Wodehouse	Dublin	2,832
Lagos	London	477
Lambton	Sunderland	2,042
Lambton	- ditto	2,122
Lancashire	Liverpool	1,308
Lancaster	- ditto	1,434
Lancelot	Greenock	2,605
Langley	Sunderland	2,133
Lapwing	Cork	2,789
Lapwing	Gloucester	845
Lapwing	London	605
Laplace	Liverpool	1,376

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Largs	Glasgow	2,388
Lark	Liverpool	1,283
Lass o' Gowrie	Hull	1,008
Lass o' Gowrie	Milford	1,534
Lass o' Gowrie	Rochester	1,757
Lass o' Gowrie	Shields	1,801
Latona	London	551
Laurel	Glasgow	2,471
Laurel	Newcastle	1,543
Leal	Hull	1,042
Leckwith	Cardiff	773
Leda	Waterford	2,904
Lee	Bristol	728
Lee	Cork	1,759
Lee	Rochester	2,768
Leeds	Grimsby	877
Lees	Shields	1,860
Leinster	Dublin	2,811
Leinster Lass	Drogheda	2,794
Leipzig	Hartlepool, West	897
Leith	Glasgow	2,297
Leith	Leith	2,691
Lena	London	421
Leo	ditto	126
Leopard	Hull	936
Leopard	London	223
Leopard	Swansea	2,162
Levan	Greenock	2,593
Levant	Hartlepool	891
Leviathan	Leith	2,628
Liberty	London	227
Liberty	Shields	1,813
Life Guard	ditto	1,862
Lightning	Cardiff	759
Lightning	Hull	980
Lightning	London	469
Lily	Cork	2,766
Lily	Llanelly	1,478
Lily	Preston	1,746
Lily of the West	Aberdeen	2,211
Limena	Liverpool	1,310
Limerick	Dublin	2,829
Limerick	Limerick	2,862
Lincoln	Grimsby	876
Lincolnshire	Newcastle	1,670
Lindsay	Liverpool	1,377
Linnet	Glasgow	2,426
Lion	Hull	1,001
Lion	Liverpool	1,169
Lion	London	96
Lion	ditto	563
Lion	Shields	1,803
Lion	ditto	1,825
Lion	Waterford	2,878
Lioness	Dublin	2,818
Lioness	Falmouth	817
Lioness	Liverpool	1,109
Lioness	London	564
Little Briton	ditto	492
Little Eastern	ditto	210
Little John	Shields	1,858
Little Mountain	Dublin	2,849
Little Paddy	Cork	2,752
Little Western	Scilly	1,767
Liver	Liverpool	1,224
Liver	ditto	1,357
Liverpool	ditto	1,353
Liverpool	Sligo	2,870
Livonia	London	498
Livorno	Glasgow	2,322
Lizzie	Ardrossan	2,231
Lizzie	Glasgow	2,427
Lizzie	Liverpool	1,415
Lizzie English	Hartlepool, West	912
Llama	Glasgow	2,439
Llandaff	Cardiff	753
Llanelly	Llanelly	1,481
Llewellyn	Liverpool	1,449
Llysfaen	ditto	1,413
Lochfine	Glasgow	2,351
Lochgoil	ditto	2,287
Lochlomond	ditto	2,490
London	Dundee	2,245
London	London	295
London Pride	ditto	116
Londonderry	Sunderland	2,046
Londos	Goole	856
Long Ditton	London	199
Long Ditton	ditto	391
Lord Aberdour	Leith	2,681
Lord Alfred Paget	London	433
Lord Ashley	ditto	596
Lord Bute	Cardiff	771
Lord Byron	Dublin	2,840
Lord Cardigan	Grimsby	874
Lord Clyde	Cork	2,774
Lord Clyde	Dublin	2,825
Lord Elgin	Cork	2,781
Lord Gough	Dublin	2,824
Lord Harris	Greenock	2,576
Lord John Russell	London	43
Lord Lyon	Liverpool	1,389
Lord Lyons	Cork	2,787
Lord Morpeth	Liverpool	1,243
Lord Raglan	Newcastle	1,555
Lord Warden	London	81
Lord Warden	ditto	640
Lord William Bentinck	Glasgow	2,386
Lord Yarborough	Plymouth	1,718
Lord of the Isles	Southampton	1,987
Lorely	Grimsby	880
Lorton	Waterford	2,897
Lotus	Liverpool	1,218
Lotus	London	139
Louisa	Dartmouth	804
Louisa	Glasgow	2,398
Louisa	Southampton	1,978
Louisa Ann Fanny	London	410
Louise Crawshay	Newcastle	1,605
Louisiana	Liverpool	1,249
Love Bird	Leith	2,688
Lucerne	Sunderland	2,076
Lucy	London	174
Ludworth	ditto	511
Lumley	Sunderland	2,088
Lurline	Newcastle	1,660
Luxor	Liverpool	1,280
Lyle	Glasgow	2,384
Lynx	Gainsborough	833
Lynx	Glasgow	2,299
Lynx	Liverpool	1,247
Lyon	Sunderland	2,113
Lyons	Newhaven	1,708
M. E. Clark	London	460
Maas	ditto	393
Macedon	Glasgow	2,419
Macedonia	Liverpool	1,401
Macgregor	London	402
Macgregor Laird	ditto	270
Madras	Glasgow	2,362
Madras	London	57
Magdala	Liverpool	1,463
Magdala	London	642
Maggie	Liverpool	1,448
Maggie Ann	Greenock	2,602

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Magician	London	12	May Flower	Southampton	2,006
Magna Charta	Newcastle	1,627	May Fly	- ditto	2,014
Magnet	London	82	May Queen	London	369
Magnet	Waterford	2,876	May Queen	- ditto	612
Magnetic	Belfast	2,731	Mazagon	- ditto	178
Magnetic	London	347	Mazinthian	Peterhead	2,708
Mahanuddy	Glasgow	2,385	Medea	London	394
Mahratta	- ditto	2,402	Medina	Southampton	1,969
Maid of Kent	London	279	Medora	London	556
Maid of Orleans	Glasgow	2,290	Medusa	Wisbeach	2,185
Maid of the May	Ballina	2,725	Medway	London	649
Maightdeaun-na-Herradh	Glasgow	2,406	Medway	Rochester	1,761
Majestic	Newcastle	1,538	Meggie Stewart	Shields, South	1,959
Malacca	London	497	Memnon	Liverpool	1,178
Malaga	Glasgow	2,413	Memphis	- ditto	1,397
Malakoff	London	389	Mendoza	London	655
Mallorca	- ditto	406	Mercury	Newcastle	1,681
Malta	- ditto	181	Merlin	Port Glasgow	2,711
Malta	Glasgow	2,409	Mermaid	London	384
Malvina	Leith	2,685	Merrimac	Bristol	717
Manchester	Hull	926	Merry Andrew	London	211
Manchester	Liverpool	1,061	Mersey	Liverpool	1,069
Mandingo	London	467	Mersey	- ditto	1,382
Manhattan	Liverpool	1,367	Mersey	- ditto	1,390
Maori	Port Glasgow	2,720	Mersey	- ditto	1,457
Marathon	Glasgow	2,309	Mersey	London	194
Marco Polo	Sunderland	2,061	Merthyr	- ditto	510
Margam Abbey	London	462	Messenger	Shields	1,828
Margaret	Newcastle	1,549	Messenger	Shields, South	1,923
Margaret	- ditto	1,625	Messina	Glasgow	2,330
Margaret Anstey	London	236	Meteor	Cowes	801
Margaret Verdin	Liverpool	1,392	Meteor	Dublin	2,834
Marie	London	395	Metis	Ipswich	1,046
Marie Stuart	Leith	2,661	Metropolitan	London	207
Mariner	Glasgow	2,336	Mexican	Liverpool	1,270
Mariner	Shields	1,843	Miaca	Ayr	2,234
Marion	London	593	Middlesborough	Middlesborough	1,493
Marion	Shields, South	1,956	Middlesex	London	471
Marley Hill	Liverpool	1,221	Midge	- ditto	257
Marmora	Hartlepool	890	Midland	Liverpool	1,324
Marquis	Cardiff	746	Milan	- ditto	1,110
Marquis of Abercorn	Dublin	2,843	Milbanke	Sunderland	2,131
Marquis of Bute	Glasgow	2,518	Milford	Bristol	702
Marseille	Dublin	2,841	Milford Haven	London	390
Marseilles	Newhaven	1,706	Milo	Hull	987
Marshall	Newcastle	1,595	Milo	Shields, South	1,955
Marshland	Hull	971	Milton	London	478
Martaban	Glasgow	2,405	Minerva	- ditto	544
Martello	Newcastle	1,544	Minia	- ditto	532
Martin	London	273	Minister Thorbecke	Hull	944
Martlet	Hull	932	Minna	Cork	2,778
Mary	Dundee	2,268	Minna	Waterford	2,883
Mary	Grimsby	887	Minnesota	Liverpool	1,402
Mary	Liverpool	1,259	Minnet	Yarmouth	2,195
Mary	London	442	Minnow	Preston	1,748
Mary	Newcastle	1,547	Minos	Swansea	2,146
Mary	- ditto	1,575	Miranda	Hull	1,033
Mary Agnes	Liverpool	1,145	Miranda	London	533
Mary Ann	Hull	948	Miranda	- ditto	545
Mary Austin	Newcastle	1,676	Mitchells	- ditto	238
Mary Jane	Glasgow	2,275	Moa	- ditto	482
Mary Jane	Newcastle	1,590	Mona	- ditto	325
Mary Nixon	- ditto	1,631	Monarch	- ditto	13
Mary Usher	Shields	1,883	Monarch	- ditto	76
Maryport	Maryport	1,491	Monarch	Portsmouth	1,740
Massilia	London	218	Monarch	Southampton	1,973
Mastiff	Liverpool	1,388	Mongolia	London	431
Mataura	London	512	Montagu	Liverpool	1,468
Matrimony	- ditto	17	Montezuma	Waterford	2,903
Mauritius	- ditto	271	Montrose	Newcastle	1,589
Mauritius	Southampton	1,999	Mooltan	London	234
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May Flower	- ditto	1,427	Morfa	Swansea	2,148

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Moselle	Shields, South	1,924
Moulmein	Glasgow	2,314
Mountaineer	ditto	2,276
Mula	Liverpool	1,266
Mulgrave	Newcastle	1,597
Mullingar	Dublin	2,845
Munster	ditto	2,814
Murton	Hartlepool, West	899
Mushroom	Newcastle	1,662
Myrtle	Glasgow	2,380
Myrtle	Lancaster	1,056
Mystery	Newcastle	1,567
Mystery	Plymouth	1,724
Naiad	London	277
Nan Zing	Glasgow	2,327
Napoleon	London	156
Napoleon III.	ditto	466
Napoli	Glasgow	2,375
Naposta	Greenock	2,604
Narva	London	505
Narwhal	Dundee	2,251
Natal	Southampton	2,002
Natalian	London	434
Navarre	Liverpool	1,366
Nautilus	London	472
Neath Abbey	Swansea	2,154
Nebraska	Liverpool	1,411
Neera	ditto	1,471
Negapatam	London	423
Nelly	ditto	204
Nelly	Middlesborough	1,511
Nelly	ditto	1,514
Nelson	Glasgow	2,515
Nelson	London	175
Nemesis	ditto	159
Neptune	Bristol	688
Neptune	Dundee	2,244
Neptune	Liverpool	1,102
Neptune	ditto	1,453
Neptune	London	51
Nerbudda	Glasgow	2,387
Nerbudda	Liverpool	1,321
Nereid	Waterford	2,906
Nestor	Liverpool	1,458
Nestor	London	607
Nestorian	Glasgow	2,454
Neva	Hull	988
Neva	London	625
New Pelton	Newcastle	1,628
Newburn	London	239
Newcastle	Newcastle	1,592
Newcastle	ditto	1,617
Newcastle	Shields, South	1,953
Newcomen	Dartmouth	808
Newport	Bristol	724
Newport	Liverpool	1,203
Newsky	London	304
Newton	Liverpool	1,281
Nicolai 1st	ditto	1,216
Nicolas	ditto	1,418
Niger	Bristol	721
Niger	London	636
Nightwatch	Cardiff	737
Nile	Hull	985
Nile	Liverpool	1,156
Nile	London	615
Nimrod	Cardiff	748
Nimrod	Glasgow	2,289
Nimrod	Liverpool	1,387
Niobe	Hull	1,013
Nökken	Cowes	802
Nora	Waterford	2,891
Nora Creina	Cowes	798
Norfolk	Hull	972
Norfolk	ditto	999
Norfolk Hero	Dublin	2,821
Norfolk Hero	Maryport	1,488
Norge	London	378
Norman	ditto	536
Normanby	Newhaven	1,705
Normanby	Shields	1,849
Normandy	Leith	2,690
Normandy	Southampton	1,992
Norna	London	78
Norseman	Glasgow	2,361
Norseman	Southampton	2,003
North Eastern	Newcastle	1,612
North Kent	London	441
North Star	ditto	502
North Star	Newcastle	1,576
Northam	Southampton	2,016
Northern Light	Shields	1,818
Northumberland	Ardrossan	2,227
Northumberland	Liverpool	1,274
Northumberland	Shields	1,770
Northumberland	ditto	1,834
Northumbria	Newcastle	1,658
Northwick	London	419
Nubia	ditto	97
Number One	Dublin	2,839
Nun	Liverpool	1,240
Nyanza	Hull	1,020
Nyanza	London	396
Nymph	Leith	2,672
Nymph	London	59
Nymph	ditto	622
Ocean	Newcastle	1,539
Ocean Bride	Fleetwood	825
Ocean Bride	Sunderland	2,077
Ocean King	ditto	2,079
Ocean Queen	Glasgow	2,544
Octa	Hull	955
Oder	ditto	954
Ogmore	Swansea	2,158
Olga	Waterford	2,910
Olinda	Liverpool	1,290
Olive	Newcastle	1,558
Olive Branch	Wells	2,168
Olympus	Glasgow	2,308
Ondine	Dover	810
Onega	London	367
Oneida	ditto	180
Onward	Hull	1,018
Onward	Newcastle	1,680
Onyx	Glasgow	2,487
Onyx	Shields	1,821
Oracle	London	301
Orcadia	Kirkwall	2,621
Orcadia	Kirkwall	2,622
Oread	London	95
Oriana	ditto	573
Orient	Leith	2,653
Orient	Shields	1,868
Oriental	Glasgow	2,467
Orion	London	445
Orissa	Glasgow	2,341
Orissa	London	187
Orleans	Newhaven	1,707
Orontes	Liverpool	1,090
Orwell	London	379
Osaca	ditto	557
Osborne	Leith	2,648

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Oscar	Glasgow	2,511
Oscar	Leith	2,665
Osiris	Liverpool	1,238
Ospray	Shields	1,863
Ossian	Campbeltown	2,240
Ossian	Leith	2,664
Ostrich	London	470
Otago	ditto	335
Ottawa	Glasgow	2,520
Ottawa	Liverpool	1,091
Otler	Newcastle	1,557
Otter	Hull	1,015
Ousel	Cork	2,782
Ovington	Shields	1,886
Pacha	Hull	966
Pacific	Harwich	919
Pacific	Hull	949
Pacific	Liverpool	1,298
Pacific	ditto	1,373
Palermo	Glasgow	2,485
Palestine	ditto	2,300
Palmerston	Dover	812
Palmerston	London	499
Palmerston	ditto	525
Palmyra	Glasgow	2,418
Palmyra	London	560
Panama	Liverpool	1,361
Pantheon	ditto	1,399
Panther	Hull	1,024
Panther	London	54
Paquete de Maule	Liverpool	1,393
Paragon	ditto	1,130
Paraguay	Waterford	2,901
Parana	ditto	2,900
Paris	Leith	2,701
Parthenon	Sunderland	2,067
Pasha	Newcastle	1,570
Pathfinder	London	435
Patriot	Cardiff	766
Patriot	Newcastle	1,578
Patsie	London	413
Paul Jones	ditto	66
Paul Pry	ditto	23
Pauline	Newcastle	1,683
Payta	Liverpool	1,272
Pearl	Leith	2,671
Pearl	Newcastle	1,701
Pearl	Shields	1,848
Pearl	Southampton	1,963
Peep o' Day Boy	Hull	1,004
Pehlwan	Glasgow	2,326
Pelaw	Shields, South	1,934
Pelican	Cork	2,755
Pembrokeshire	Milford	1,533
Penang	Glasgow	2,333
Pendennis	Falmouth	816
Penelope	London	507
Penguin	Glasgow	2,438
Peninsula	London	215
Pennsylvania	Liverpool	1,231
Pera	London	118
Pera	Shields, South	1,957
Percy	Newcastle	1,582
Percy	Shields	1,835
Perseverance	London	41
Persia	Glasgow	2,286
Persian	Liverpool	1,225
Perthshire	Shields	1,854
Peru	Liverpool	1,189
Peruano	ditto	1,226
Peruvian	Glasgow	2,352
Peruvian	Liverpool	1,452
Pet	Leith	2,695
Petersburgh	Leith	2,683
Petrel	Bridgwater	678
Petrel	Glasgow	2,301
Petrel	Ipswich	1,047
Petrel	London	297
Petro	Glasgow	2,359
Pharos	Aberdeen	2,219
Pharos	Leith	2,627
Phœbe	London	237
Phœnix	Bristol	723
Phœnix	Liverpool	1,206
Phœnix	Newcastle	1,649
Phœnix	ditto	1,664
Phœnix	Southampton	1,983
Pilot	Belfast	2,737
Pilot	Cork	2,749
Pilot	ditto	2,771
Pilot	Dartmouth	806
Pilot	Dublin	2,799
Pilot	Hull	931
Pilot	Llanelly	1,482
Pilot	London	100
Pilot	ditto	196
Pilot	Middlesborough	1,500
Pilot	Newcastle	1,573
Pilot	Shields	1,919
Pilot	Shields, South	1,945
Pilot	Shoreham	1,961
Pilot	Sunderland	2,102
Pilot	Swansea	2,155
Pilot	Yarmouth	2,198
Pilots	Shields, South	1,927
Pioneer	Belfast	2,735
Pioneer	Falmouth	820
Pioneer	Glasgow	2,273
Pioneer	ditto	2,313
Pioneer	Liverpool	1,192
Pioneer	ditto	1,419
Pioneer	ditto	1,460
Pioneer	London	92
Pioneer	ditto	185
Pioneer	ditto	360
Pioneer	ditto	452
Pioneer	Londonderry	2,864
Pioneer	Southampton	1,979
Pioneer	Swansea	2,139
Pioneer	Yarmouth	2,193
Pixie	London	651
Pladda	Dundee	2,259
Plantagenet	Liverpool	1,302
Plato	Hull	1,038
Pleiad	Liverpool	1,094
Pleiades	Cardiff	761
Plover	Glasgow	2,304
Plover	Liverpool	1,327
Plover	London	169
Plynlymon	Liverpool	1,359
Polynia	Dundee	2,253
Poonah	London	309
Porthcawl	Swansea	2,157
Postboy	Lowestoft	1,483
Pottinger	London	46
Powerful	Greenock	2,577
Powerful	Hull	942
Powerful	Leith	2,694
Powerful	Liverpool	1,074
Powerful	London	165
Powerful	Lowestoft	1,486
Prairie Flower	Stockton	2,027
Premier	Clay	791
Premier	Weymouth	2,173
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Prince	Hull	933
Prince	Ipswich	1,044
Prince	Liverpool	1,242
Prince	London	213
Prince	- ditto	319
Prince	Weymouth	2,169
Prince Albert	Liverpool	1,079
Prince Albert	Newcastle	1,542
Prince Albert	Portsmouth	1,737
Prince Albert	Whitehaven	2,180
Prince Alfred	Fleetwood	828
Prince Alfred	London	176
Prince Alfred	- ditto	566
Prince Alfred	Shields, South	1,928
Prince Arthur	Cork	2,764
Prince Arthur	Dublin	2,846
Prince Arthur	Fleetwood	827
Prince Arthur	London	567
Prince Consort	Portsmouth	1,739
Prince Ernest	London	247
Prince Frederick William	- ditto	154
Prince Imperial	- ditto	520
Prince Kung	- ditto	343
Prince Patrick	Fleetwood	823
Prince of Hesse	London	399
Prince of Wales	Alloa	2,221
Prince of Wales	Bristol	727
Prince of Wales	Dublin	2,802
Prince of Wales	Liverpool	1,201
Prince of Wales	London	42
Prince of Wales	Newcastle	1,586
Prince of Wales	Portsmouth	1,736
Prince of Wales	Preston	1,745
Prince of Wales	Stockton	2,029
Prince of Wales	Swansea	2,165
Prince of Wales	Whitehaven	2,183
Princess	Plymouth	1,725
Princess	Shields	1,790
Princess Alexandra	Dublin	2,842
Princess Alexandra	Hull	968
Princess Alexandra	Limerick	2,861
Princess Alice	Aberdeen	2,216
Princess Alice	Glasgow	2,425
Princess Clementine	London	590
Princess Helena	- ditto	647
Princess Mary	- ditto	216
Princess Maud	- ditto	80
Princess Royal	Bristol	685
Princess Royal	Glasgow	2,344
Princess Royal	London	50
Princess Royal	Portsmouth	1,735
Princess of Wales	- ditto	1,742
Progress	Middlesborough	1,501
Progress	Newcastle	1,603
Prompt	Glasgow	2,473
Prompt	Hartlepool, West	907
Propeller	London	155
Propontis	Liverpool	1,273
Prospero	Hull	1,012
Protector	Shields	1,901
Prudhoe	Goole	865
Prudhoe Castle	Shields	1,877
Ptolemy	Liverpool	1,301
Puffin	Barnstaple	668
Puffin	Liverpool	1,461
Punch	London	188
Punch	Newcastle	1,579
Punjaub	Glasgow	2,363
Purbeck	Poole	1,730
Queen	Aberdeen	2,209
Queen	Dartmouth	807
Queen	Dundee	2,249
Queen	Ipswich	1,052
Queen	Liverpool	1,077
Queen	London	292
Queen	- ditto	474
Queen	Plymouth	1,717
Queen	Shields	1,785
Queen	Southampton	1,967
Queen	Sunderland	2,043
Queen	Whitehaven	2,181
Queen Victoria	London	9
Queen of Scotland	Hull	964
Queen of Sheba	Greenock	2,581
Queen of the Bay	Lancaster	1,057
Queen of the Belgians	London	291
Queen of the Fairies	- ditto	446
Queen of the Isles	Aberystwith	664
Queen of the Isles	Ipswich	1,050
Queen of the Orwell	- ditto	1,048
Queen of the South	London	249
Queen of the Thames	Ipswich	1,045
Queenstown	Cork	2,785
Quickstep	Liverpool	1,229
Quito	- ditto	1,412
R. L. Alston	Hartlepool, West	911
R. T. C., No. 1	Newcastle	1,604
Racer	London	168
Racoon	Glasgow	2,537
Rainbow	London	5
Rainbow	- ditto	382
Rainbow	Newcastle	1,598
Raith	Kirkaldy	2,616
Raithwaite Hall	Hartlepool, West	908
Rajah	London	420
Rakaia	- ditto	487
Rambler	- ditto	362
Rambler	Maryport	1,489
Rambler	Shields	1,853
Ranger	Glasgow	2,302
Ranger	Hartlepool, West	903
Ranger	Llanelly	1,477
Ranger	Newcastle	1,548
Ranger	Newry	2,867
Ranger	Portsmouth	1,738
Ranger	Shields	1,869
Ranger	Waterford	2,880
Rangitoto	London	414
Rangoon	- ditto	226
Rangoon	- ditto	323
Rapid	Bridgwater	676
Rapid	Glasgow	2,288
Rapid	Grangemouth	2,572
Rapid	Shields	1,822
Rapid	- ditto	1,841
Rattler	Liverpool	1,213
Ravensbury	Harwich	921
Ravenscraig	Kirkaldy	2,619
Reaper	Middlesborough	1,524
Reaper	Stockton	2,018
Rebecca	Carnarvon	732
Rebocador	Shields, South	1,948
Red Lion	Southampton	1,976
Refuge	Shields	1,910
Reliance	Liverpool	1,207
Relief	Bristol	709
Relief	Liverpool	1,260
Renard	Shields	1,819
Renfrew	Glasgow	2,316
Rennes	London	465
Renown	- ditto	318
Renown	Shields	1,831
Rescue	Liverpool	1,138
Rescue	Shields	1,898

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Resolute	Liverpool	1,288
Resolute	London	294
Restless	Shields	1,797
Retriever	Liverpool	1,134
Retriever	- ditto	1,341
Retriever	London	619
Rhenus	- ditto	99
Rhine	- ditto	45
Rhoda	Glasgow	2,366
Rhone	London	608
Rhone	Liverpool	1,123
Richard Cobden	London	613
Richmond	Liverpool	1,214
Rifleman	Cardiff	739
Rifleman	London	248
Riga	Leith	2,682
Rinaldo	Sunderland	2,107
Rio Uruguay	Greenock	2,599
Ripon	London	269
Rival	Liverpool	1,067
River King	Middlesborough	1,497
River Queen	London	147
River Queen	Middlesborough	1,496
Rob Roy	Grangemouth	2,558
Rob Roy	Hull	951
Rob Roy	Shields	1,786
Robert Bruce	Alloa	2,222
Robert Bruce	Liverpool	1,253
Robert Bruce	London	637
Robert Burns	Belfast	2,736
Robert Burns	Cardiff	760
Robert Burns	London	113
Robert Burns	Shields	1,851
Robert Chambers	Newcastle	1,599
Robert Ingham	Liverpool	1,195
Robert Lowe	London	198
Robert Napier	Leith	2,629
Robert Owen	Yarmouth	2,192
Robert Pow	Shields	1,810
Robert Scott	London	317
Robert Scott	Shields, South	1,938
Robert Stephenson	Leith	2,644
Robert and Jane	Newcastle	1,637
Roberts and Ann	Shields	1,777
Robin Hood	Portsmouth	1,744
Robin Hood	Shields, South	1,960
Rock Light	Liverpool	1,437
Rock Light	Shields	1,906
Roe	Barrow	671
Roma	Glasgow	2,378
Roman	Southampton	1,991
Rona	London	274
Rosa	Waterford	2,898
Rosamond	Newcastle	1,569
Rosario	London	572
Rossclare	- ditto	522
Rose	Glasgow	2,474
Rose Diamond	Liverpool	1,282
Rosetta	Bristol	719
Rosetta	Liverpool	1,250
Rosneath	Greenock	2,592
Rothesay Castle	Glasgow	2,466
Rotterdam	Harwich	918
Rouen	London	266
Rover	Liverpool	1,174
Rover	- ditto	1,475
Rover	Port Glasgow	2,715
Roxana	London	628
Royal Albert	Bristol	696
Royal Albert	Poole	1,731
Royal Alfred	Liverpool	1,322
Royal Alice	Cork	2,750
Royal Arch	Liverpool	1,205
Royal Charlie	Middlesborough	1,516
Royal Charlie	Newcastle	1,614
Royal Consort	Fleetwood	826
Royal Mail	Kirkwall	2,620
Royal Princess	Llanelly	1,479
Royal Saxon	Liverpool	1,315
Royal Victoria	Chester	782
Royal William	Dublin	2,854
Ruahine	London	437
Ruby	Leith	2,645
Ruby	Southampton	1,962
Ruby	Wexford	2,916
Russia	Glasgow	2,465
Ryhope	London	225
Ryhope	Sunderland	2,062
S. M.	Leith	2,687
Saäda	London	494
Sabrina	Cork	2,757
Sabrina	London	546
Sadò	- ditto	553
Saida	Hull	1,030
Sailor	Yarmouth	2,194
Sailor King	Liverpool	1,133
St. Bede	Newcastle	1,643
St. Clair	Aberdeen	2,215
St. Clare	Newcastle	1,690
St. Columba	Dublin	2,806
St. David	Glasgow	2,364
St. Lawrence	London	648
St. Magnus	Aberdeen	2,214
St. Malo	Southampton	2,000
St. Michael	London	72
St. Michael	- ditto	192
St. Oswin	Newcastle	1,632
St. Patrick	Drogheda	2,792
St. Patrick	Dublin	2,847
St. Patrick	Liverpool	1,219
St. Petersburg	Hull	934
St. Rollox	Port Glasgow	2,717
St. Thomas	Liverpool	1,303
St. Vincent	Cardiff	763
Sakura	London	610
Saladin	Liverpool	1,279
Salisbury	Southampton	2,007
Salsette	London	172
Saltee	Glasgow	2,540
Samaria	- ditto	2,533
Samphire	London	278
Sampson	Bristol	694
Sampson	Hull	938
Sampson	Sunderland	2,052
Samson	Dundee	2,246
Samson	Greenock	2,586
Samson	Leith	2,624
Samson	Liverpool	1,086
Samson	Llanelly	1,476
Samson	London	14
Samson	Shields	1,811
Samuel Laing	London	200
San Carlos	Liverpool	1,158
Sanda	Glasgow	2,412
Santiago	Liverpool	1,318
Sapphire	Grangemouth	2,569
Sapphire	Liverpool	1,439
Sapphire	Southampton	1,982
Sappho	Hull	969
Sarah Garcia	Glasgow	2,399
Sarah Rogerson	Newcastle	1,636
Sardinian	London	119
Sarmiento	Glasgow	2,554
Satara	- ditto	2,457
Satellite	- ditto	2,272

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Satellite	Liverpool	1,062
Saturno	Glasgow	2,556
Saxon	London	310
Saxon	Southampton	1,990
Scandinavia	Glasgow	2,548
Scandinavian	Hull	941
Scanderia	London	528
Scarborough	Gainsborough	836
Scoter	London	453
Scotia	Dundee	2,255
Scotia	Glasgow	2,325
Scotia	- ditto	2,424
Scotia	- ditto	2,496
Scotia	London	380
Scotia	Shields	1,875
Scotia	- ditto	1,905
Scotsman	London	495
Scottish Chief	Cork	2,775
Scottish Maid	Glasgow	2,377
Scottish Maid	Irvine	2,614
Scottish Maid	Shields, South	1,937
Scottish Maid	Sunderland	2,038
Scud	London	296
Sea Belle	Shields, South	1,958
Sea Flower	Dublin	2,808
Sea Flower	Sunderland	2,059
Sea Hawk	London	324
Sea Horse	Hull	975
Sea Horse	Southampton	2,012
Sea King	Liverpool	1,262
Sea King	London	550
Sea King	Middlesborough	1,520
Sea Mew	Ardrossan	2,230
Sea Nymph	Chester	783
Sea Nymph	Gainsborough	830
Sea Queen	Liverpool	1,264
Sea Swallow	Chester	788
Sea Swallow	London	90
Seaton	Sunderland	2,045
Secret	Hull	945
Secret	Plymouth	1,728
Secret	Sunderland	2,092
Secretary	Liverpool	1,181
Seine	London	44
Seine	- ditto	221
Seine and Jamise, No. 2	- ditto	316
Selix	Glasgow	2,528
Semaphore	Belfast	2,728
Senhouse	Maryport	1,490
Sensation	Newcastle	1,659
Sentinel	- ditto	1,608
Sesostris	Liverpool	1,329
Severn	Hull	1,021
Severn	Liverpool	1,368
Severn	- ditto	1,456
Severn	London	56
Shamrock	Glasgow	2,476
Shamrock	Waterford	2,881
Shannon	Hull	924
Shannon	London	205
Shannon	Shields, South	1,943
Shark	Dublin	2,837
Sheffield	Grimsby	882
Sheffield	Hull	927
Shelburne	Barrow	670
Sheldrake	Liverpool	1,467
Sherburn	Sunderland	2,108
Shields	Shields	1,920
Siberia	Glasgow	2,482
Sibyl	London	21
Sicilian	Liverpool	1,155
Sidon	Glasgow	2,318
Siloam	Alloa	2,226
Silloth	Carlisle	774
Silloth	Carlisle	779
Silver River	Glasgow	2,492
Simla	London	93
Sir Charles Napier	Glasgow	2,291
Sir Colin Campbell	Newcastle	1,565
Sir George Grey	Shields	1,791
Sir Isaac Newton	Cardiff	751
Sir James Duke	London	253
Sir Robert Peel	- ditto	47
Sir Walter Raleigh	- ditto	115
Sir Walter Raleigh	- ditto	267
Sir Walter Scott	- ditto	67
Sir Walter Scott	Shields	1,829
Sir William Wallace	Lancaster	1,055
Sir William Wallace	London	16
Sir William Wallace	Shields	1,881
Sirius	Liverpool	1,217
Sisters	Dublin	2,822
Slasher	Liverpool	1,187
Sligo	Sligo	2,871
Snipe	Glasgow	2,437
Snowdoun	Leith	2,654
Snowdrop	Sunderland	2,104
Solent	London	74
Solent	Southampton	1,993
Solva	London	150
Somerset	Liverpool	1,385
Somersetshire	London	571
Sophie	Liverpool	1,407
Sorrento	Shields	1,917
Souchays	Leith	2,698
Souter Johnny	London	576
South of Ireland	- ditto	561
Southampton	Southampton	1,981
Southampton	- ditto	2,001
Southport	Preston	1,752
Southwick	Sunderland	2,063
Souvenir	London	504
Sovereign	Liverpool	1,462
Spartan	Glasgow	2,420
Spartan	London	650
Speedwell	Borrowstoness	2,237
Speedwell	Ipswich	1,053
Speedwell	Liverpool	1,177
Spicy	Poole	1,732
Spray	Shields, South	1,926
Sprite	Liverpool	1,268
Staffa	Glasgow	2,444
Staffa	Leith	2,670
Stamboul	Greenock	2,578
Standard	Dublin	2,807
Stanley	London	639
Stanley	Shields	1,915
Staperayder	Liverpool	1,396
Star	Cork	2,747
Star	Dublin	2,815
Star	Leith	2,632
Star	Liverpool	1,111
Starlight	London	6
Statira	- ditto	621
Stella	- ditto	659
Stella	Swansea	2,145
Stella	- ditto	2,161
Stephenson	Cardiff	768
Stephensons	Shields	1,878
Stettin	Leith	2,662
Stirling	- ditto	2,647
Stirling Castle	Alloa	2,225
Stockport	Grimsby	883
Stockton	Stockton	2,020
Stork	London	385
Stork	Shields	1,911
Storm King	Cardiff	734
Storm King	Liverpool	1,137

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Storm Queen	London	524
Stour	- ditto	381
Stour	Ramsgate	1,753
Stranger	Shields	1,857
Strelina	London	387
Stromboli	Glasgow	2,491
Success	Liverpool	1,277
Sultan	Glasgow	2,379
Sultan	Hull	1,014
Sultan	Lancaster	1,054
Sultan	London	109
Sultana	Glasgow	2,516
Sumatra	London	578
Sunbeam	- ditto	287
Sunbeam	Shields	1,824
Sunda	London	514
Sunderland	Sunderland	2,117
Sunflower	London	117
Sunlight	Port Glasgow	2,721
Sunrise	- ditto	2,714
Sunshine	- ditto	2,716
Supé	Liverpool	1,400
Superb	- ditto	1,433
Supplement	- ditto	1,398
Surat	London	515
Surprise	Liverpool	1,284
Susan Byrne	Glasgow	2,371
Susan Gibbs	Cardiff	767
Susanna	London	430
Sussex	Newhaven	1,704
Sutherland	Liverpool	1,391
Swallow	Scarborough	1,766
Swan	Glasgow	2,446
Swan	Middlesborough	1,509
Swan	Newcastle	1,674
Swanland	Hull	978
Swift	Cardiff	741
Swift	Newcastle	1,678
Swiftsure	Liverpool	1,182
Swilly	Londonderry	2,865
Sydney Hall	London	630
Sylph	Liverpool	1,267
Sylph	Rochester	1,763
Syria	London	338
Syrian	Liverpool	1,161
T. A. Gibb	London	417
T. D. Marshall	Shields, South	1,933
T. E. Forster	Newcastle	1,645
Tacuari	Greenock	2,603
Taff	Bristol	684
Taff	Cardiff	765
Tagus	Hull	1,039
Talbot	Barrow	669
Talbot	Liverpool	1,234
Talca	- ditto	1,193
Talisman	- ditto	1,236
Tam o' Shanter	Shields	1,774
Tamar	London	94
Tamanlipas	Liverpool	1,093
Tanfield	London	409
Tanjore	- ditto	440
Taraguy	Liverpool	1,440
Tararua	London	383
Tarifa	Glasgow	2,381
Tarset	Sunderland	2,086
Tartar	Leith	2,640
Tartar	Liverpool	1,081
Tartar	Shields	1,893
Tartar	Swansea	2,140
Tasmanian	London	179
Tasso	Sunderland	2,083
Taurus	London	516
Tay	Dundee	2,247
Teazer	Bristol	705
Teazer	Montrose	2,706
Teazer	Shields	1,884
Tees	Stockton	2,021
Telegraph	Chester	790
Telegraph	Grimsby	885
Telegraph	London	219
Telegraph	Shields, South	1,929
Tern	Cork	2,790
Terrible	Greenock	2,591
Terrible	Shields, South	1,880
Terrier	Ardrossan	2,229
Terrier	Glasgow	2,392
Trrrier	Shields	1,861
Test	Chester	781
Test	Shields	1,780
Thales	Glasgow	2,395
Thames	Grangemouth	2,560
Thames	Liverpool	1,455
Thames	London	258
Thames	- ditto	483
Thames	- ditto	662
Thames	Stockton	2,028
Thames	Sunderland	2,072
Thane o' Fife	Leith	2,634
The Greek	Hartlepool	892
The Lady Mary	Ardrossan	2,232
The Perthshire Lassie	Bristol	713
The Prince	Glasgow	2,523
The Queen	Liverpool	1,319
Theban	Glasgow	2,430
Thebes	Liverpool	1,314
Thereza	- ditto	1,426
Thessalia	- ditto	1,105
Thetis	Glasgow	2,506
Thetis	London	490
Thistle	Glasgow	2,393
Thistle	Liverpool	1,444
Thomas Bazley	Glasgow	2,383
Thomas Gillespy	Newcastle	1,652
Thomas Lee	London	355
Thomas Petley	- ditto	24
Thomas Powell	Newport	1,712
Thomas Royden	Liverpool	1,065
Thomas Snowden	Middlesborough	1,517
Thomas Vaughan	- ditto	1,531
Thomas Wilson	Liverpool	1,096
Thomas and Mary	Shields	1,796
Thornley	London	526
Tiber	Liverpool	1,176
Tiel	Kirkaldy	2,617
Tiger	Bristol	695
Tiger	Hull	935
Tiger	- ditto	1,005
Tiger	Liverpool	1,087
Tiger	- ditto	1,254
Tiger	- ditto	1,380
Tiger	London	49
Tiger	Sunderland	2,057
Tim Sin	London	341
Times	Leith	2,660
Times	London	157
Tintern	Waterford	2,889
Titan	Leith	2,626
Titan	London	268
Tom Bowline	Sunderland	2,036
Tom John Taylor	London	254
Tonbridge	- ditto	26
Tonning	- ditto	84
Topaz	Grangemouth	2,568
Torch	Dublin	2,816
Tornado	Glasgow	2,404
Toward Castle	Liverpool	1,120

INDEX—*continued.*

VESSELS' NAMES.	Port of Registry.	No. of Reference.
Tower	Liverpool	1,066
Trafalgar	Dublin	2,850
Transit	London	370
Transit	Southampton	1,965
Travancore	London	617
Traveller	- ditto	570
Trevethick	Newcastle	1,650
Trident	London	10
Trinity	- ditto	19
Tripoli	Glasgow	2,342
Tristram Shandy	Liverpool	1,245
Triton	London	18
Triumph	Liverpool	1,269
Trojan	Glasgow	2,475
Troubadour	Waterford	2,913
True Briton	London	594
Tubal Cain	Cardiff	740
Tugwell	London	308
Tuscar	Glasgow	2,551
Tweed	Berwick	673
Tweed	Swansea	2,151
Twilight	London	7
Twist	Shields, South	1,954
Two Sisters	Glasgow	2,436
Tycho Brahe	Liverpool	1,425
Tyne	London	104
Tyne	Shields	1,833
Tyne	- ditto	1,839
Tyne	- ditto	1,867
Tyne Queen	Liverpool	1,296
Tynedale	Sunderland	2,126
Tynemouth	London	290
Tynemouth	Newcastle	1,588
Tynemouth	Shields	1,815
Tyro	Grimsby	869
Ulster	Dublin	2,812
Una	Waterford	2,885
Uncle Sam	Goole	852
Uncle Sam	London	201
Undine	Bristol	720
Undine	Glasgow	2,421
Union	Greenock	2,597
Union	London	456
United Kingdom	Glasgow	2,456
United Kingdom	Liverpool	1,140
United Service	London	455
United States	Cardiff	744
United States	Cork	2,773
United States	Liverpool	1,112
Unity	Shields	1,870
Universe	Liverpool	1,103
Upton	London	428
Urania	Gloucester	848
Uruguay	Liverpool	1,447
Vale of Clwyd	Ayr	2,235
Vale of Doon	Glasgow	2,493
Valentia	Greenock	2,596
Valetta	Cowes	793
Valetta	Glasgow	2,403
Valetta	London	633
Valparaiso	Liverpool	1,126
Vandeleur	Waterford	2,909
Vanderbyl	London	348
Vanguard	Cardiff	743
Vanguard	Liverpool	1,378
Varina	- ditto	1,228
Vectis	Southampton	2,009
Velindra	Swansea	2,163
Velocity	London	280
Venetia	- ditto	547
Venetian	Liverpool	1,153
Venezia	Glasgow	2,407
Venezuelan	Liverpool	1,337
Venice	Sunderland	2,098
Venture	Shields	1,844
Venus	Faversham	821
Venus	Glasgow	2,283
Venus	- ditto	2,571
Venus	Newcastle	1,663
Venus	Shields	1,902
Vernon	Liverpool	1,084
Verona	Leith	2,674
Vesper	Dundee	2,269
Vespers	Newcastle	1,668
Vesta	Belfast	2,729
Vesta	Caernarvon	729
Vesta	Glasgow	2,422
Vesta	London	579
Vesta	Sunderland	2,037
Vesta	Waterford	2,879
Vestal	London	265
Viatka	- ditto	559
Viceroy	Hull	970
Victor	Bridgwater	679
Victor	Dundee	2,257
Victor	Glasgow	2,337
Victor	Leith	2,625
Victor	London	203
Victor	- ditto	485
Victoria	Alloa	2,223
Victoria	Caernarvon	730
Victoria	Cardiff	772
Victoria	Cork	2,751
Victoria	Cowes	794
Victoria	Glasgow	2,339
Victoria	- ditto	2,443
Victoria	Liverpool	1,135
Victoria	London	86
Victoria	- ditto	146
Victoria	- ditto	220
Victoria	- ditto	252
Victoria	Newcastle	1,554
Victoria	Newhaven	1,710
Victoria	Portsmouth	1,743
Victoria	Sunderland	2,069
Victoria Dock	London	130
Victory	Liverpool	1,168
Victory	London	15
Victory	Stockton	2,025
Vigilant	London	281
Vigilant	- ditto	361
Vigilant	- ditto	616
Vigilant	Shields	1,775
Vigilant	- ditto	1,814
Vigilant	- ditto	1,897
Vigilant	Sunderland	2,054
Vine	Hull	997
Vine	Leith	2,693
Viper	London	404
Virgin	- ditto	364
Virginia	Liverpool	1,239
Vistula	Leith	2,639
Vivid	Glasgow	2,368
Vivid	London	342
Vixen	- ditto	388
Vixen	Shields	1,866
Volga	London	272
Voltaic	Belfast	2,740
Voltigeur	Liverpool	1,209
Voltigeur	Stockton	2,019
Volunteer	London	241
Volunteer	Plymouth	1,729
Volunteer	Shields, South	1,922
Volunteer	Sunderland	2,074
Vulcan	Glasgow	2,442
Vulcan	London	243

INDEX—*continued.*

VESSELS' NAMES.	Port of Registry.	No. of Reference.
Vulcan	London	359
Vulcan	ditto	377
Vulture	Glasgow	2,514
Vulture	London	123
Wakefield	Grimsby	878
Waldridge	Sunderland	2,124
Walker	Middlesborough	1,498
Walker	Newcastle	1,594
Walker	Shields	1,908
Wallsend	ditto	1,865
Walney	Lancaster	1,059
Walter Stanhope	Goole	861
Wanderer	London	575
Wansbeck	ditto	170
Wansbeck	Newcastle	1,583
Wansbeck	Sunderland	2,120
War Eagle	Shields, South	1,930
War Eagle	Stockton	2,022
Wards	Newcastle	1,561
Warrior	Grimsby	881
Warrior	Liverpool	1,275
Warrior	London	284
Warrior	ditto	311
Warrior	Shields	1,827
Warsaw	Leith	2,658
Washington	Shields	1,904
Wasp	Liverpool	1,142
Water Lily	Barnstaple	667
Water Lily	Liverpool	1,204
Water Lily	Sunderland	2,047
Waterloo	London	262
Waterman	Newcastle	1,553
Waterman (No. 1)	London	110
Waterman (No. 2)	ditto	88
Waterman (No. 3)	ditto	91
Waterman (No. 4)	ditto	89
Waterman (No. 7)	ditto	111
Waterman (No. 10)	ditto	108
Waterman (No. 12)	ditto	112
Watersprite	ditto	140
Waterston	Shields	1,768
Wave	Gloucester	844
Wave	London	333
Wave	Milford	1,536
Wave of Life	Caernarvon	731
Waverley	Leith	2,699
Waverley	Southampton	2,015
Wear	Sunderland	2,089
Weardale	Newcastle	1,679
Wearmouth	Sunderland	2,056
Weasel	Glasgow	2,441
Welcome	Shields	1,778
Wellesley	London	439
Wellington	ditto	161
Wensum	Lowestoft	1,487
Wentworth	Newcastle	1,655
West Dock	Hartlepool, West	906
West Indian	Liverpool	1,334
West of England	ditto	1,365
Whiteinch	Glasgow	2,507
Whitwell	Sunderland	2,034
Widness	Liverpool	1,416
Wilberforce	Grimsby	873
Wilberforce	ditto	875
Wild Rose	Liverpool	1,208
Willem and Clara	Glasgow	2,557
William	Cardiff	750
William	Shields	1,855
William Bromley	Greenock	2,582
William Cargill	Newcastle	1,563
William Charles	Hartlepool, West	904
William Connal	Glasgow	2,483
William Cory	London	493
William Coulman	Goole	863
William Fawcett	Liverpool	1,064
William Hall	Dublin	2,819
William Hayman	Rochester	1,760
William Hunter	London	629
William Penn	Waterford	2,908
William Scott	Shields	1,916
William Scott	Swansea	2,152
William Scott Walker	Liverpool	1,404
William Wallace	Cork	2,762
William and Jane	Newcastle	1,611
William and John	ditto	1,657
William and Mary	ditto	1,545
William and Mary	Shields	1,788
Willing Mind	Liverpool	1,246
Willington	Newcastle	1,693
Willington	Plymouth	1,722
Windermere	London	230
Windsor	Dublin	2,852
Windsor	Leith	2,684
Windward	Peterhead	2,707
Wirrall	Liverpool	1,078
Wizard	Newcastle	1,639
Wolf	Glasgow	2,435
Wolverene	London	554
Woodside	Liverpool	1,309
Wonder	Belfast	2,739
Wonder	Liverpool	1,252
Wonder	London	58
Wonder	ditto	144
Wonder	Shields, South	1,946
Wonder	Southampton	1,964
Wotton	Falmouth	819
Wrecker	Newcastle	1,634
Wren	Liverpool	1,285
Wren	ditto	1,320
Wye	Bristol	701
Wyre	Fleetwood	824
Wyvern	Newcastle	1,620
X. L.	ditto	1,541
Xantha	ditto	1,666
Xanthe	Leith	2,646
Xantho	Wick	2,723
Yamuna	Liverpool	1,344
Yankee	Port Glasgow	2,718
Yerba	Glasgow	2,489
York	Wisbeach	2,188
Yow Yangs	London	331
Yuen Tze Fee	Glasgow	2,353
Zaimis	Hull	962
Zarco	Liverpool	1,374
Zealous	Belfast	2,732
Zealous	Harwich	916
Zebra	Hull	943
Zephyr	Liverpool	1,080
Zephyr	Waterford	2,887
Zeta	Swansea	2,153
Zingari	Yarmouth	2,203
Zoe	Sunderland	2,130
Zoulla	Liverpool	1,465

RETURN of the whole of the REGISTERED STE
VESSELS of the United Kingdom on the 1st d
of January 1869; distinguishing Vessels built
Iron, and also Vessels having Screw Propelle
and giving the Aggregate Number of Vesse
and Amount of Tonnage, with an ALPHABETIC
INDEX.

(*Mr. Goschen.*)

Ordered, by The House of Commons, *to be Printed.*
28 *July* 1869.

[*Price* 1 *s.*]

360.

Under 12 *oz.*

VESSELS.

RETURN to an Order of the Honourable The House of Commons, dated 8 July 1869;—*for*,

RETURN "of the Number and Tonnage of VESSELS above Fifty Tons built at each PORT in the UNITED KINGDOM during the Three Years ending 1868; distinguishing Sailing from Steam Vessels, and distinguishing, also, those built of Iron, of Wood, and those partly of Iron and partly of Wood."

Board of Trade,
21 July 1869.

T. H. FARRER.

(*Mr. Candlish.*)

Ordered, by The House of Commons, *to be Printed*,
22 *July* 1869.

RETURN of the Number and Tonnage of VESSELS above 50 Tons built at each Port of the UNITED KINGI
Vessels, and distinguishing, also, those built of Iron, of W

PORTS.	1866.														1867.				
	SAILING VESSELS.						STEAM VESSELS.						Total Sailing and Steam.		SAILING VESSE				
	Iron.		Wood.		Composite.		Iron.		Wood.		Composite.				Iron.		Wood.		Con
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.
ENGLAND:																			
Aberystwith	–	–	9	1,250	–	–	–	–	–	–	–	–	9	1,250	–	–	5	616	–
Arundel	–	–	3	557	–	–	–	–	–	–	–	–	3	557	–	–	1	296	–
Barnstaple	–	–	1	449	–	–	–	–	–	–	–	–	1	449	–	–	2	374	–
Beaumaris	–	–	4	680	–	–	–	–	–	–	–	–	4	680	–	–	–	–	–
Berwick	–	–	2	319	–	–	–	–	–	–	–	–	2	319	–	–	1	156	–
Bideford	–	–	8	2,174	–	–	–	–	–	–	–	–	8	2,174	–	–	8	1,066	–
Bridgwater	–	–	1	194	–	–	–	–	–	–	–	–	1	194	–	–	4	249	–
Bridport	–	–	2	836	–	–	–	–	–	–	–	–	2	836	–	–	2	805	–
Bristol	–	–	1	328	–	–	1	128	–	–	–	–	2	456	–	–	–	–	–
Brixham	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	11	1,567	–
Carnarvon	–	–	9	1,450	–	–	–	–	–	–	–	–	9	1,450	–	–	12	1,331	–
Cardiff	1	437	1	97	–	–	1	115	1	144	–	–	4	793	1	69	2	528	–
Cardigan	–	–	2	219	–	–	–	–	–	–	–	–	2	219	–	–	1	151	–
Chepstow	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Chester	–	–	6	611	–	–	–	–	–	–	–	–	6	611	10	6,922	12	1,107	–
Colchester	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3	281	–
Cowes	–	–	1	191	–	–	–	–	1	137	–	–	2	328	–	–	2	250	–
Dartmouth	–	–	17	2,754	–	–	–	–	–	–	–	–	17	2,754	–	–	8	1,258	–
Deal	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Exeter	–	–	4	1,094	–	–	–	–	–	–	–	–	4	1,094	–	–	2	803	–
Falmouth	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	188	–
Faversham	–	–	5	755	–	–	–	–	–	–	–	–	5	755	–	–	1	54	–
Fleetwood	–	–	1	149	–	–	–	–	–	–	–	–	1	149	–	–	–	–	–
Fowey	–	–	4	554	–	–	–	–	–	–	–	–	4	554	–	–	2	243	–
Gainsborough	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Gloucester	–	–	5	507	–	–	–	–	–	–	–	–	5	507	–	–	8	1,404	–
Goole	–	–	8	571	–	–	–	–	–	–	–	–	8	571	–	–	18	1,227	–
Grimsby	–	–	23	1,319	–	–	–	–	–	–	–	–	23	1,319	–	–	21	1,193	–
Hartlepool	–	–	1	206	–	–	3	2,691	–	–	–	–	4	2,897	2	771	–	–	–
Hartlepool, West	1	1,542	–	–	–	–	7	5,017	–	–	–	–	8	6,559	–	–	–	–	–
Harwich	–	–	1	53	–	–	–	–	–	–	–	–	1	53	–	–	2	110	–
Hayle	1	232	1	137	2	365	–	–	–	–	–	–	4	734	–	–	2	222	1
Hull	4	5,199	25	2,293	–	–	10	5,796	–	–	–	–	39	13,288	–	–	14	922	–
Ipswich	–	–	4	491	–	–	–	–	–	–	–	–	4	491	–	–	5	526	–
Lancaster	2	2,262	3	316	–	–	–	–	–	–	–	–	5	2,578	2	994	7	823	–
Liverpool	24	18,770	4	469	2	567	8	3,861	–	–	–	–	38	23,667	10	8,537	4	463	3
Llanelly	3	986	–	–	–	–	1	134	–	–	–	–	4	1,120	3	374	–	–	–
London	2	2,449	3	171	2	1,747	25	13,367	–	–	–	–	32	17,734	–	–	3	326	1
Middlesborough	–	–	–	–	3	1,228	8	5,248	–	–	–	–	11	6,476	–	–	1	215	1
Milford	–	–	2	543	–	–	–	–	–	–	–	–	2	543	–	–	5	1,154	–
Newcastle	2	490	3	378	–	–	34	26,693	5	400	–	–	44	27,961	3	1,194	2	592	–
Newhaven	–	–	1	99	–	–	–	–	–	–	–	–	1	99	–	–	–	–	–
Newport	–	–	2	828	–	–	–	–	–	–	–	–	2	828	1	871	5	955	–
Padstow	–	–	7	840	–	–	–	–	–	–	–	–	7	840	–	–	8	950	–
Plymouth	–	–	6	708	–	–	–	–	–	–	–	–	6	708	–	–	5	805	–
Poole	–	–	1	57	–	–	–	–	–	–	–	–	1	57	1	57	–	–	–
Portsmouth	–	–	–	429	–	–	–	–	–	–	–	–	4	429	–	–	3	299	–
Preston	2	806	4	488	–	–	3	1,443	–	–	–	–	9	2,737	–	–	2	243	–
Ramsgate	–	–	3	179	–	–	–	–	–	–	–	–	3	179	–	–	2	156	–
Rochester	–	–	2	111	–	–	–	–	1	89	–	–	3	200	–	–	2	110	–
Runcorn	–	–	5	308	–	–	–	–	–	–	–	–	5	308	–	–	5	341	–
Rye	–	–	22	1,891	–	–	–	–	–	–	–	–	22	1,891	–	–	17	1,072	–
Salcombe	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3	777	–
Scilly	–	–	1	70	–	–	–	–	–	–	–	–	1	70	–	–	–	–	–
Shields	–	–	2	590	–	–	15	11,307	21	1,651	–	–	38	13,548	–	–	3	716	1
Shields, South	3	758	4	1,841	–	–	4	1,902	8	586	–	–	19	5,087	2	772	3	406	–

ng the Years 1866, 1867, and 1868 (as shown by the Customs Measurement); distinguishing Sailing from Steam those partly of Iron and partly of Wood.

1867.							1868.													PORTS.
EAM VESSELS.					Total Sailing and Steam.		SAILING VESSELS.						STEAM VESSELS.						Total Sailing and Steam.	
n.	Wood.		Composite.				Iron.		Wood.		Composite.		Iron.		Wood.		Composite.			
ons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	
																				ENGLAND:
–	–	–	–	–	5	616	–	–	1	318	–	–	–	–	–	–	–	–	1	318	Aberystwith.
–	–	–	–	–	1	296	–	–	4	1,108	–	–	–	–	–	–	–	–	4	1,108	Arundel.
–	–	–	–	–	2	374	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Barnstaple.
–	–	–	–	–	–	–	–	–	2	182	–	–	–	–	–	–	–	–	2	182	Beaumaris.
–	–	–	–	–	1	156	–	–	1	128	–	–	–	–	–	–	–	–	1	128	Berwick.
–	–	–	–	–	8	1,066	–	–	7	1,168	–	–	–	–	–	–	–	–	7	1,168	Bideford.
–	–	–	–	–	4	249	–	–	5	344	–	–	–	–	–	–	–	–	5	344	Bridgwater.
–	–	–	–	–	2	805	–	–	2	854	–	–	–	–	–	–	–	–	2	854	Bridport.
77	–	–	–	–	2	177	–	–	2	916	–	–	1	89	–	–	–	–	3	1,005	Bristol.
–	–	–	–	–	11	1,567	–	–	7	1,040	–	–	–	–	–	–	–	–	7	1,040	Brixham.
–	–	–	–	–	12	1,331	–	–	11	1,655	–	–	–	–	–	–	–	–	11	1,655	Carnarvon.
–	–	–	–	–	3	597	–	–	2	264	–	–	–	–	–	–	–	–	2	264	Cardiff.
–	–	–	–	–	1	151	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Cardigan.
–	–	–	–	–	–	–	–	–	2	167	–	–	–	–	–	–	–	–	2	167	Chepstow.
429	–	–	–	–	28	10,458	–	–	5	456	–	–	–	–	–	–	–	–	5	456	Chester.
–	–	–	–	–	3	281	–	–	4	348	–	–	–	–	–	–	–	–	4	348	Colchester.
–	–	–	–	–	2	250	–	–	2	175	–	–	–	–	1	118	–	–	3	293	Cowes.
–	–	–	–	–	8	1,258	–	–	3	492	–	–	–	–	–	–	–	–	3	492	Dartmouth.
–	–	–	–	–	–	–	–	–	9	686	–	–	–	–	–	–	–	–	9	686	Deal.
–	–	–	–	–	2	803	–	–	2	432	–	–	–	–	–	–	–	–	2	432	Exeter.
–	–	–	–	–	2	188	–	–	2	426	–	–	–	–	–	–	–	–	2	426	Falmouth.
–	–	–	–	–	1	54	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Faversham.
–	–	–	–	–	–	–	–	–	1	158	–	–	–	–	–	–	–	–	1	158	Fleetwood.
–	–	–	–	–	2	243	–	–	6	781	–	–	–	–	–	–	–	–	6	781	Fowey.
–	–	–	–	–	–	–	–	–	1	88	–	–	–	–	–	–	–	–	1	88	Gainsborough.
–	–	–	–	–	8	1,404	–	–	5	997	–	–	–	–	–	–	–	–	5	997	Gloucester.
–	–	–	–	–	18	1,227	1	131	12	828	–	–	–	–	–	–	–	–	13	959	Goole.
–	–	–	–	–	21	1,193	–	–	6	349	–	–	1	122	–	–	–	–	7	471	Grimsby.
744	–	–	–	–	6	2,515	1	484	–	–	–	–	4	1,890	–	–	–	–	5	2,374	Hartlepool.
611	–	–	–	–	2	2,611	–	–	–	–	1	688	3	770	–	–	–	–	4	1,458	Hartlepool, West.
–	–	–	–	–	2	110	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Harwich.
–	–	–	–	–	3	436	–	–	–	–	2	397	1	240	–	–	–	–	3	637	Hayle.
344	–	–	–	–	22	7,266	–	–	11	1,050	–	–	9	7,136	–	–	–	–	20	8,186	Hull.
–	–	–	–	–	5	526	–	–	3	210	–	–	–	–	–	–	–	–	3	210	Ipswich.
–	–	–	2	103	11	1,920	1	491	6	670	–	–	–	–	–	–	–	–	7	1,161	Lancaster.
226	–	–	–	–	22	12,475	29	27,375	8	981	1	1,117	6	784	–	–	–	–	44	30,257	Liverpool.
163	–	–	–	–	4	537	1	194	1	299	–	–	–	–	–	–	–	–	2	493	Llanelly.
902	–	–	1	117	15	3,644	3	3,649	5	2,097	1	643	2	218	–	–	–	–	11	6,607	London.
204	–	–	–	–	3	818	1	194	1	296	–	–	6	1,253	–	–	–	–	8	1,743	Middlesborough.
–	–	–	–	–	5	1,154	–	–	1	379	1	189	–	–	–	–	–	–	2	568	Milford.
678	–	–	–	–	28	15,464	3	3,966	1	346	–	–	23	14,719	–	–	–	–	27	19,031	Newcastle.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Newhaven.
–	–	–	–	–	6	1,826	–	–	2	318	–	–	–	–	–	–	–	–	2	318	Newport.
–	–	–	–	–	8	950	–	–	5	444	–	–	–	–	–	–	–	–	5	444	Padstow.
–	–	–	–	–	5	805	–	–	6	1,547	–	–	–	–	–	–	–	–	6	1,547	Plymouth.
–	–	–	–	–	1	57	–	–	1	51	–	–	–	–	–	–	–	–	1	51	Poole.
–	–	–	–	–	3	299	–	–	6	824	–	–	–	–	–	–	–	–	6	824	Portsmouth.
005	–	–	–	–	4	1,248	1	158	2	219	–	–	–	–	–	–	–	–	3	377	Preston.
–	–	–	–	–	2	156	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Ramsgate.
–	–	–	–	–	2	110	–	–	2	153	–	–	–	–	–	–	–	–	2	153	Rochester.
–	–	–	–	–	5	341	–	–	8	528	–	–	1	53	1	81	–	–	10	662	Runcorn.
–	–	–	–	–	17	1,072	–	–	10	702	–	–	–	–	–	–	–	–	10	702	Rye.
–	–	–	–	–	3	777	–	–	4	779	–	–	–	–	–	–	–	–	4	779	Salcombe.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Scilly.
963	–	–	–	–	6	2,094	–	–	5	1,364	–	–	2	1,262	–	–	–	–	7	2,626	Shields.
274	–	–	–	–	8	1,452	2	970	3	1,129	–	–	–	–	–	–	–	–	5	2,099	Shields, South.

RETURN of the Number and Tonnage of Vessels above 50 Tons built at each Port of the United Kingdom during the Ye

PORTS.	1866.														1867.				
	SAILING VESSELS.						STEAM VESSELS.						Total Sailing and Steam.		SAILING VESSE				
	Iron.		Wood.		Composite.		Iron.		Wood.		Composite.				Iron.		Wood.		Com
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.
ENGLAND—*continued.*																			
Shoreham	–	–	9	2,871	1	453	–	–	–	–	–	–	10	3,324	–	–	9	2,528	–
Southampton	–	–	4	310	–	–	2	3,213	–	–	–	–	6	3,523	–	–	1	112	1
Stockton	1	500	–	–	–	–	8	6,159	–	–	–	–	9	6,659	–	–	–	–	–
Sunderland	14	6,445	107	34,326	12	6,548	15	11,544	1	391	–	–	149	59,254	15	8,163	95	29,725	8
Swansea	–	–	1	400	–	–	–	–	–	–	–	–	1	400	–	–	–	–	–
Teignmouth	–	–	1	78	–	–	–	–	–	–	–	–	1	78	–	–	2	306	–
Truro	–	–	2	191	–	–	–	–	–	–	–	–	2	191	–	–	–	–	–
Wells	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	54	–
Whitby	–	–	4	992	–	–	–	–	–	–	–	–	4	992	–	–	3	810	–
Whitehaven	1	672	4	706	1	557	–	–	–	–	–	–	6	1,935	–	–	6	849	1
Woodbridge	–	–	1	54	–	–	–	–	–	–	–	–	1	54	–	–	–	–	–
Workington	–	–	2	797	–	–	–	–	–	–	–	–	2	797	–	–	2	1,111	–
Yarmouth	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	156	–
SCOTLAND:																			
Aberdeen	–	–	12	7,560	2	2,799	2	1,212	–	–	–	–	16	11,571	–	–	15	7,703	2
Alloa	–	–	2	497	–	–	–	–	–	–	–	–	2	497	–	–	1	172	–
Arbroath	–	–	1	97	–	–	–	–	–	–	–	–	1	97	–	–	1	257	–
Ardrossan	–	–	3	297	–	–	–	–	–	–	–	–	3	297	–	–	6	1,686	–
Ayr	–	–	3	428	–	–	–	–	–	–	–	–	3	428	–	–	1	98	–
Banff	–	–	21	3,123	–	–	–	–	–	–	–	–	21	3,123	–	–	20	2,475	–
Borrowstoness	–	–	3	421	–	–	1	277	–	–	–	–	4	698	1	383	3	387	–
Dumfries	–	–	2	232	–	–	–	–	–	–	–	–	2	232	–	–	2	193	–
Dundee	2	998	3	853	3	2,284	2	1,200	2	662	–	–	12	5,997	3	1,497	3	899	–
Glasgow	17	11,168	7	966	10	6,778	85	47,816	–	–	2	1,406	121	68,134	24	16,529	6	2,637	7
Grangemouth	–	–	2	279	1	674	–	–	–	–	–	–	3	953	1	52	–	–	–
Granton	–	–	1	99	–	–	–	–	–	–	–	–	1	99	–	–	1	122	–
Greenock	3	3,614	4	354	1	879	10	9,429	–	–	–	–	18	14,276	7	5,234	6	621	2
Inverness	–	–	5	1,034	–	–	–	–	–	–	–	–	5	1,034	–	–	5	906	–
Irvine	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Kirkcaldy	–	–	–	–	–	–	1	788	–	–	–	–	1	788	–	–	2	346	–
Kirkwall	–	–	1	97	–	–	–	–	–	–	–	–	1	97	–	–	–	–	–
Leith	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	93	–
Montrose	–	–	7	1,563	–	–	–	–	–	–	–	–	7	1,563	1	141	6	1,182	1
Perth	–	–	14	2,644	–	–	–	–	–	–	–	–	14	2,644	–	–	14	2,305	–
Peterhead	–	–	8	1,320	–	–	–	–	–	–	–	–	8	1,320	–	–	7	1,100	–
Port Glasgow	8	6,041	–	–			16	4,648	–	–	–	–	24	10,689	9	6,230	–	–	1
Troon	–	–	1	1,113	–	–	–	–	–	–	–	–	1	1,113	–	–	1	146	–
Wigtown	–	–	2	472	–	–	–	–	–	–	–	–	2	472	–	–	2	377	–
IRELAND:																			
Belfast	2	2,837	–	–	–	–	1	320	–	–	–	–	3	3,157	–	–	1	95	–
Cork	2	396	–	–	–	–	2	264	–	–	–	–	4	660	1	163	–	–	–
Drogheda	–	–	–	–	–	–	1	101	–	–	–	–	1	101	–	–	–	–	–
Dublin	–	–	–	–	–	–	4	1,543	–	–	–	–	4	1,543	–	–	2	193	–
Waterford	–	–	–	–	–	–	3	3,486	–	–	–	–	3	3,486	–	–	–	–	–
Wexford	–	–	1	109	–	–	–	–	–	–	–	–	1	109	–	–	1	367	–

NOTE.—Names of Ports at which there were not any Vessels ab

General Register and Record Office of Shipping and Seamen, London, 17th July 1869.

3, 1867, and 1868 (as shown by the Customs Measurement); distinguishing Sailing from Steam Vessels, &c.—*continued.*

1867.							1868.												
TEAM VESSELS.					Total Sailing and Steam.		SAILING VESSELS.						STEAM VESSELS.						Total Sailing and Steam.		PORTS.
	Wood.		Composite.				Iron.		Wood.		Composite.		Iron.		Wood.		Composite.				
Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	
																					ENGLAND—*contd.*
–	–	–	–	–	9	2,528	–	–	6	1,750	–	–	–	–	–	–	–	–	6	1,750	Shoreham.
432	–	–	–	–	3	626	–	–	3	743	–	–	–	–	–	–	–	–	3	743	Southampton.
3,674	–	–	–	–	3	3,674	2	1,732	–	–	–	–	6	3,030	–	–	–	–	8	4,762	Stockton.
4,084	1	81	–	–	128	47,625	25	19,056	80	28,502	5	3,057	21	13,759	–	–	–	–	131	64,374	Sunderland.
–	–	–	–	–	–	–	–	–	1	140	–	–	–	–	–	–	–	–	1	140	Swansea.
–	–	–	–	–	2	306	–	–	1	167	–	–	–	–	–	–	–	–	1	167	Teignmouth.
–	–	–	–	–	–	–	–	–	3	347	–	–	–	–	–	–	–	–	3	347	Truro.
–	–	–	–	–	1	54	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Wells.
–	–	–	–	–	3	810	1	362	1	389	–	–	–	–	–	–	–	–	2	751	Whitby.
–	–	–	–	–	7	1,406	2	1,355	3	433	1	572	–	–	–	–	–	–	6	2,360	Whitehaven.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Woodbridge.
–	–	–	–	–	2	1,111	–	–	2	1,073	–	–	–	–	–	–	–	–	2	1,073	Workington.
–	–	–	–	–	1	156	–	–	1	243	–	–	–	–	–	–	–	–	1	243	Yarmouth.
																					SCOTLAND:
–	1	296	–	–	18	9,199	2	1,141	10	4,730	2	1,561	1	492	–	–	–	–	15	7,924	Aberdeen.
–	–	–	–	–	1	172	–	–	2	801	–	–	–	–	–	–	–	–	2	801	Alloa.
–	–	–	–	–	1	257	–	–	2	327	–	–	–	–	–	–	–	–	2	327	Arbroath.
–	–	–	–	–	6	1,686	–	–	4	311	–	–	–	–	–	–	–	–	4	311	Ardrossan.
–	–	–	–	–	1	98	–	–	1	273	–	–	–	–	–	–	–	–	1	273	Ayr.
–	–	–	–	–	20	2,475	–	–	15	2,639	–	–	–	–	–	–	–	–	15	2,639	Banff.
–	–	–	–	–	4	770	1	609	1	126	–	–	–	–	–	–	–	–	2	735	Borrowstones.
–	–	–	–	–	2	193	–	–	1	153	–	–	–	–	–	–	–	–	1	153	Dumfries.
1,449	3	912	–	–	12	4,757	4	2,809	4	1,241	–	–	3	1,170	–	–	–	–	11	5,220	Dundee.
7,022	1	459	1	281	95	52,865	44	39,349	3	291	13	9,692	32	18,433	1	375	4	2,250	97	70,390	Glasgow.
–	–	–	–	–	1	52	1	627	1	395	–	–	1	53	–	–	–	–	3	1,075	Grangemouth.
–	–	–	–	–	1	122	–	–	1	148	–	–	–	–	–	–	–	–	1	148	Granton.
1,693	1	54	–	–	22	8,532	13	11,546	3	209	2	889	14	4,175	–	–	–	–	32	16,819	Greenock.
–	–	–	–	–	5	906	–	–	1	194	–	–	–	–	–	–	–	–	1	194	Inverness.
–	–	–	–	–	–	–	–	–	2	196	–	–	–	–	–	–	–	–	2	196	Irvine.
535	–	–	–	–	3	881	–	–	–	–	–	–	2	1,478	–	–	–	–	2	1,478	Kirkcaldy.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Kirkwall:
–	–	–	–	–	1	93	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Leith:
–	–	–	–	–	8	1,604	1	141	5	1,852	–	–	–	–	–	–	–	–	6	1,993	Montrose.
–	–	–	–	–	14	2,305	–	–	13	1,733	–	–	–	–	–	–	–	–	13	1,733	Perth.
–	–	–	–	–	7	1,100	–	–	8	1,325	–	–	–	–	–	–	–	–	8	1,325	Peterhead.
4,155	–	–	–	–	22	11,709	12	12,052	–	–	–	–	11	1,970	–	–	–	–	23	14,022	Port Glasgow.
–	–	–	–	–	1	146	–	–	1	179	–	–	–	–	–	–	–	–	1	179	Troon.
–	–	–	–	–	2	377	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Wigtown.
																					IRELAND:
5,976	–	–	–	–	5	6,071	4	3,093	–	–	–	–	–	–	–	–	–	–	4	3,093	Belfast.
909	–	–	–	–	4	1,072	–	–	–	–	–	–	2	549	–	–	–	–	2	549	Cork.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Drogheda.
167	–	–	–	–	3	360	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Dublin.
1,364	–	–	–	–	1	1,364	–	–	1	218	–	–	2	587	–	–	–	–	3	805	Waterford.
–	–	–	–	–	1	367	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Wexford.

Tons built in the Years 1866, 1867, or 1868, are omitted in this Return.

John J. Mayo, Registrar General.

VESSELS.

RETURN of the Number and Tonnage of Vessels above Fifty Tons Built at each Port in the United Kingdom during the Three Years ending 1868; distinguishing Sailing from Steam Vessels, and distinguishing, also, those Built of Iron, of Wood, and those partly of Iron and partly of Wood.

(*Mr. Candlish.*)

Ordered, by The House of Commons, *to be Printed*, 22 *July* 1869.

Under 1 *oz.*

RETURN to an Order of the Honourable The House of Commons, dated 22 March 1869;—*for*,

COPY "of CORRESPONDENCE with the Board of Trade and the Trinity House relating to the Refusal of a LICENSE to the "ATLANTIC" PILOT CUTTER of the *Scilly Islands*."

Board of Trade, 23 March 1869. } G. SHAW LEFEVRE.

LIST OF PAPERS.

No.				Page.
1	H. 3944	28 Oct. 1868 -	Mr. Augustus Smith to the President of Board of Trade	1
2	„	6 Nov. „ -	The Assistant Secretary, Harbour Department, Board of Trade, to Mr. A. Smith.	3
3	„	6 Nov. „ -	The Assistant Secretary, Harbour Department, Board of Trade, to the Secretary, Trinity House.	3
4	H. 4364	7 Dec. „ -	The Secretary, Trinity House, to the Assistant Secretary, Harbour Department, Board of Trade.	3

— No. 1.—

(H. 3944.)

Mr. *Augustus Smith* to the President of the Board of Trade.

Killiow, near Truro, Cornwall,
28 October 1868.

My Lord Duke,

I HAVE to request your Grace's attention, and immediate interposition with the Trinity House, as respects the following case of hardship experienced by the crew of one of the pilot boats belonging to Scilly.

The pilot cutter "Atlantic," quite a new boat, and of very superior character, was unfortunately wrecked last January, having broke from her moorings in St. Mary's Pool during a very heavy gale, and went to pieces on the rocks. This boat had a license from the Trinity House, which was returned on that occurrence.

The crew immediately purchased an old boat, the "Garland," for temporary use, at a cost of 70 *l.* This craft had not been used for some time for piloting by her owners, who however still retained a license to use her as such. The "Atlantic" crew, under this license, sailed the "Garland" as a pilot cutter, with the sanction of the Trinity Sub-commissioners of the port, while a new cutter was building for them, which was immediately commenced.

The new "Atlantic" cutter, the cost of which is above 800 *l.*, was launched on the 1st of October, and a license was immediately applied for through the Sub-Commissioners; Mr. Richardson, the head Commissioner as well as Collector of Customs, writing for it.

An answer was received from the Trinity House, requiring a description of the captain as to age, name, height, and other particulars, and the number of

 licensed

licensed pilots belonging to the crew, with their names; which information was forwarded forthwith.

To this an answer has been received from the Trinity House, refusing a license, on the ground that there are enough pilot boats for the district; and a further intimation is given that for the future pilots are not to build any more cutters without their sanction, or their licenses will be withdrawn.

Thus a pilot crew of fine industrious steady men, who have been for years engaged in this profession, and by which they earn their livelihood, are suddenly cast adrift. Their first loss was severe and heavy enough, to aggravate which, by preventing their using the vessel provided thus by great exertions and large outlay to supply the place of the former one, is so strange a proceeding, that I trust no time will be lost in repairing the injury thus inflicted, and that the crew will be enabled, without delay, to renew their useful calling at this critical season of the year, when their services are most required.

The crew, on the whole, is decidedly the most superior as to character and qualifications belonging to the islands, and I add a list of their names and previous occupations in proof of this. I can also speak to their individual merits as intelligent, sober, and honest men, known to me personally through the greater portion of their lives. The major part of them are constantly, though unlicensed, engaged to take charge of large ships, with valuable cargoes, from the Chops of the Channel to the Downs, and are of that character and proficiency which ought to entitle them to be licensed to act as pilots for that whole distance; an act of justice to them, and utility to the shipping interest, which I have in vain urged for years on the attention of the Elder Brethren.

I have, &c.

To his Grace the Duke of Richmond, K. G., (signed) *Augustus Smith.*
President of the Board of Trade.

Crew of the "Atlantic" Pilot Cutter.

Samuel Ellis, Captain.—Age about 50; at sea all his life, in the merchant service, and acted as mate of large foreign-going vessels; been in China, California, and engaged in piloting about 15 years.

Walter Legg, branch pilot.—Age 32; always piloting, from a boy, with his father; licensed five years.

William Hicks, branch pilot.—Age 26; always piloting from a boy; licensed three years.

William Thomas, unlicensed.—Age 36; formerly apprenticed at sea; had a certificate of mate to serve in foreign-going ships.

Thomas Pender, unlicensed.—Age 40; formerly apprenticed at sea, and followed that service for 25 years; joined piloting about seven years.

Abraham Stevens, unlicensed.—Age 60; formerly had a license as a pilot, which was withdrawn in consequence of a vessel in his charge going on some rocks. Engaged in piloting from his boyhood; a thorough good channel pilot, and constantly engaged as such. A teetotaler; now laid up through a severe fall.

Thomas Jenkin, unlicensed.—Age 40; always at sea in foreign-going ships for 20 years; piloting about eight years; a good channel pilot.

Walter Bickford, unlicensed.—Age 27; a ship carpenter; at sea with his father as a boy, who was a master of foreign-going vessels.

James Hicks, unlicensed.—Age 26; a ship carpenter; at sea as such about five years.

— No. 2. —

(H. 3944.)

The Assistant Secretary, Harbour Department, Board of Trade, to Mr. *Augustus Smith.*

Board of Trade, Harbour Department,
Sir, Whitehall, 6 November 1868.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 28th ultimo, complaining of the refusal by the Elder Brethren of the Trinity House to grant a license for the newly-built pilot-cutter "Atlantic" of Scilly, and to acquaint you that the Board are in communication with the Trinity House on the subject.

I am, &c.
Augustus Smith, Esq., (signed) *C. Cecil Trevor.*
Killiow, near Truro.

— No. 3. —

(H. 3944.)

The Assistant Secretary, Harbour Department, Board of Trade, to the Secretary, Trinity House.

Board of Trade, Harbour Department,
Sir, Whitehall, 6 November 1868.

I AM directed by the Board of Trade to transmit to you the accompanying copy of a letter from Mr. Augustus Smith, complaining of the grounds upon which the Elder Brethren of the Trinity House have refused to license the new "Atlantic" pilot cutter of Scilly, and to request that this Board may be favoured with any observations which the Elder Brethren may have to offer upon the subject.

I am, &c.
The Secretary, Trinity House. (signed) *C. Cecil Trevor.*

— No. 4. —

(H. 4364.)

The Secretary, Trinity House, to the Assistant Secretary, Harbour Department, Board of Trade.

Sir, Trinity House, London, 7 December 1868.

IN acknowledging the receipt of your letter of the 6th ultimo (H. 3944), enclosing copy of one addressed to his Grace the Duke of Richmond by Mr. Augustus Smith, in relation to the Elder Brethren declining to grant a license to a cutter named the "Atlantic" belonging to Scilly, I am directed to state that it has not been possible to reply to it earlier, owing to the necessity of communicating more than once with the Sub-Commissioners of Pilotage at Scilly, and from whom the Elder Brethren still require information; I am, however, to acquaint you that one of the two pilots who have sought to obtain a license for the cutter referred to has called at this house, and the 347th section of the "Merchant Shipping Act, 1854," was read to him, under the provision of which section the pilot flag could be displayed on board the "Atlantic" when she was cruising with pilots on board; this would, pending the final decision in respect of granting a license to that vessel, enable the pilots to use her for the purpose of their calling. Referring now to Mr. A. Smith's letter, I am to premise by saying that the Elder Brethren regret exceedingly that they should be again, as it were, placed in hostility to that gentleman, which, however, they fear will always be the case when they venture to hold opinions different from him. Before entering, however, on the immediate subject-matter, viz., that of granting a license to the "Atlantic," it will be necessary shortly to revert to the correspondence that passed between the Board of Trade and this House in the year 1864, which, as in this case, originated in a letter under date the 27th January of that

year, from Mr. A. Smith, wherein he addresses himself especially to the question of the injustice, in his view, of the restricted system of pilotage, and expresses his opinion that the crews of the Scilly cutters should all have licenses. Mr. Smith having been a Member of Parliament when the Pilotage Laws were under consideration, in the year 1862, should have been well aware that the Trinity House were merely the administrators of those laws in districts under their jurisdiction, and that they could only carry out the provisions of the Acts of Parliament by supplying every pilotage district with such number of pilots as would be sufficient for ordinary occasions. The Elder Brethren are well aware that there are times when, perhaps, from a change of wind or other causes there may be an influx of vessels in particular districts, and that the number of pilots licensed for such districts is not then adequate for the emergency, but in that case unlicensed men are entitled to take charge of vessels and receive payment for their services, so that no inconvenience arises; but were every man to be licensed for a pilotage district who should apply to the Trinity House for a license, neither the obligations laid on the Elder Brethren with regard to the pilotage fund, nor the intentions of the Legislature in respect of the general pilotage system, could be carried out; the Elder Brethren express no opinion on the correctness of the principle of the present pilotage system; much has been said for and much against it, and certainly even in the last Session of Parliament it has maintained its ground. One portion, however, of the views enunciated in Mr. Smith's letter was more practical, viz., that the crews of the Scilly cutters "should be licensed as channel pilots;" this, no doubt, was an innovation, but it was a question that the increase of foreign ships had already brought before the Trinity House, and they were considering the question, not in the restricted sense of granting certificates to "some of the Scilly men," but to throw such employment open to any of the mariners of the British coast who could pass an examination, and show they had the means of boarding vessels. It was with this view the Elder Brethren addressed to the Board of Trade their letter of the 9th March 1864, advising such a course, and requesting the co-operation of their Lordships in carrying the same into effect; unfortunately the opinion of the Elder Brethren's legal adviser differed from that of their Lordships' as to the power they possessed to carry out these views, and the matter has until recently been in abeyance. Time, however, has proved that their Lordships' views were practicable, and they have lately been acted upon in the case of four men examined for the east coast of England, who were granted certificates.

The Elder Brethren desire now to revert to the question of granting a license to the cutter "Atlantic." The decision in this case rests upon three points; first, whether there is a sufficient number of cutters licensed for the district; and, secondly, whether the Elder Brethren should at once proceed to take action as to granting certificates for channel pilotage, as they have done for the east coast; or, thirdly, whether they still wait as they have been doing for these two years past, pending the introduction of a Mercantile Marine Amendment Act, which might give legislative authority to these views; the latter point the Elder Brethren consider is, however, a question for their Lordships. Should either course be adopted, it will create considerable changes both at Scilly and the Isle of Wight pilotage districts, as the pilots thereof would have to make election whether they will hold local licenses as pilots for those districts (it being understood that they are confined to the district for which they are licensed), or whether they will take certificates for pilotage of the Channel, such certificates giving no authority to supersede men not holding them, their boats in either case being licensed and marked accordingly. The Elder Brethren would propose in the cases of all present pilots making the change to continue to them the privileges of the pilotage fund, they paying poundage on their earnings, and requiring from all men not already pilots the payment of a fee on being licensed, and an annual sum for the renewal of such license, sufficient to cover the expense of their management, their licenses and those of their boats being liable to forfeiture or suspension should the pilots holding them be guilty of misconduct. This arrangement probably would not altogether meet Mr. Smith's views, but it is quite clear that in no other way can the requirements of the present Pilotage Act be carried out.

I am now to point out that the great evil of the present system at Scilly is, as it has always been, that the pilots are given licenses for certain purposes only,

only, while they use them for entirely different ones. The pilots at times without the sanction of the Sub-Commissioners, leave their districts and pilot vessels up Channel, and in so doing they are neglecting the very duties for which those licenses were given them. It is a well-known fact that a man coming out of a boat with the pilot flag and the sail marked, is taken by masters of ships, and of foreign vessels in particular, as a qualified pilot for the Channel acting under a license; this system is a premium for taking the cutters and pilots off their proper districts, and no doubt, as Mr. Smith has instanced, when required for their proper port they are not to be found; and then the question is asked, "Why are not more licensed?" instead of, "Why are they not on their stations?" There have been many complaints at the Isle of Wight in particular, where the same system holds of the pilots not attending to the duties of the district; and it is for this cause the Elder Brethren are not willing to give further facilities for pilots evading their proper duties, while they are desirous to give every seaman a chance to gain a livelihood. To revert, however, to Scilly, it will be as well to mention there are eight cutters and 20 pilots now licensed at Scilly, a number really in excess of the requirements of that district only; these vessels are distributed amongst the islands—two at St. Agnes, the principal anchorage being adjacent, two at Bryher, one at Tresco, two at St. Martin's, and until the "Garland's" license was surrendered (after application was made for one for the "Atlantic"), and two at St. Mary's. As far as the requirements of shipping go, it is indifferent where the boats belong to, the pilots being qualified for any roads; but from their connection with parties on shore who benefit collaterally by the arrival of vessels, they are influenced to favour certain localities. In the instance of the "Atlantic," Mr. Buxton, a shipping agent, has advanced money to build her, and is further interested by holding a portion of her, as well as of other cutters, which is shown by the accompanying return. The Elder Brethren also forward copies of Mr. Buxton's letters on the subject of the license being declined for the cutter "Atlantic." It has always been the custom for the pilotage authorities to order pilots to cruise in such boats as were not sufficiently supplied, and that there would be no hardship in those attached to the late cutter "Atlantic" doing so is obvious, if the legitimate object of the pilotage of the district was desired, as appears from the return before referred to. It seems, therefore, to the Elder Brethren, that to license the "Atlantic" on the usual terms would be to give additional vitality to a vicious system. They do not interfere with the pilots of that cutter in getting their usual livelihood by looking out for vessels, as they still do, under cover of the pilot flag while a licensed pilot remains on board, and the cry therefore of injustice and inhumanity falls to the ground. The Elder Brethren propose, therefore, to await their Lordships' decision as to whether they shall commence the proposed modification or not; and in case of their assent, the "Atlantic" may then be licensed either for the Scilly Isles, to be kept on her proper cruising ground, or for the open channel, as the crew may elect, and other circumstances not yet explained may render necessary.

I am, &c.
(signed) *Robin Allen.*

The Assistant Secretary,
Harbour Department, Board of Trade.

Enclosure 1, in No. 4.

RETURN in relation to the PILOT CUTTERS at *Scilly*.

NAME OF CUTTER.	Tonnage.	Whereunto belonging.	NAMES OF OWNERS.	Proportion held by each Owner.	Names of Pilots Sailing in each Cutter.
1. Agnes	31 49/100	St. Agnes	S. Hicks	6-64ths	S. Hicks.
			W. Hicks	6-64ths	W. Hicks.
			J. Hicks	6-64ths	J. Hicks.
			O. Hicks	6-64ths.	
			J. Legg	6-64ths.	
			W. G. Mortimer	6-64ths.	
			T. A. Hicks	6-64ths.	
			C. H. Hicks	6-64ths.	
			T. J. Buxton	8-64ths.	
			W. Mumford	8-64ths.	
2. Gem	30 16/100	St. Agnes	J. Deason	5-64ths	J. Deason.
			W. Thomas	5-64ths	W. Thomas.
			W. Pender	5-64ths.	
			F. Hicks	5-64ths.	
			J. Hicks	5-64ths.	
			A. Hicks	5-64ths.	
			Ab. Hicks	5-64ths.	
			A. J. Hicks	5-64ths.	
			F. Banfield	8-64ths.	
			J. Banfield	8-64ths.	
			T. Edwards	8-64ths.	
A. Z.	30 7/10	Bryher	W. J. Pender	7-64ths	W. J. Pender.
			W. Jenkins	7-64ths.	
			W. Jenkins (first)	7-64ths	
			W. Jenkins (second)	7-64ths.	
			P. Trevellick	7-64ths.	
			S. Hicks	7-64ths.	
			J. Jenkins	7-64ths.	
			J. J. Jenkins	7-64ths.	
			T. J. Buxton	8-64ths.	
Rapid	28 4/10	Bryher	J. Jenkins, junior	6-64ths	J. Jenkins, junior.
			R. J. Ellis	7-64ths	R. J. Ellis.
			W. Pender	6-64ths.	
			J. Jenkins	6-64ths.	
			S. Woodcock	6-64ths.	
			P. Hicks	6-64ths.	
			H. H. Stediford	8-64ths.	
			Charles Stediford	6-64ths.	
			T. J. Buxton	7-64ths.	
			Ursula Banfield	6-64ths.	
Dan	26 21/100	Tresco	J. Ellis	5-64ths	J. Ellis.
			M. Ellis	5-64ths	M. Ellis.
			S. Ellis	5-64ths.	
			C. Ellis	5-64ths.	
			R. Ellis	4-64ths.	
			S. P. Lakey	4-64ths.	
			R. Jenkins	4-64ths.	
			F. Banfield	16-64ths.	
			J. Banfield	16-64ths.	
Queen	23 56/100	St. Martin's	W. Woodcock	5-64ths	W. Woodcock.
			J. Nance	5-64ths	J. Nance.
			W. Gibson	5-64ths.	
			S. Ellis	5-64ths.	
			W. H. Woodcock	5-64ths.	
			J. Woodcock	5-64ths.	
			J. Ashford	5-64ths.	
			S. Jenkins	5-64ths.	
			J. Banfield	8-64ths.	
			F. Banfield	8-64ths.	
			T. Edwards	4-64ths.	
			S. Duff	4-64ths.	

NAME OF CUTTER.	Tonnage.	Whereunto belonging.	NAMES OF OWNERS.	Proportion held by each Owner.	Names of Pilots Sailing in each Cutter.
rgus - - -	30 45/100	St. Martin's -	R. Ashford - -	7-64ths	R. Ashford.
			W. Nance - -	7-64ths	G. A. Nance.
			J. Ellis - - -	5-64ths.	
			J. Goddard - -	6-64ths	Thomas Goddard, formerly belonging to the cutter "Gratitude" (sold), going occasionally in the "Argus," or any other cutter, when he can get an opportunity; and at other times he is employed in farming.
			T. Nance - -	5-64ths.	
			J. Nance - -	5-64ths.	
			R. A. Ellis - -	5-64ths.	
			W. Ashford - -	5-64ths.	
			T. J. Buxton - -	13-64ths.	
			W. Mumford - -	6-64ths.	
resto - - -	36 70/100	St. Mary's -	W. Hicks (pilot) -	6-64ths	Walter Hicks.
			T. Ashford - -	6-64ths	Thomas Ashford.
			J. Hicks - -	5-64ths.	
			W. Bickford - -	6-64ths.	
			J. Woodcock - -	5-64ths.	
			W. Hicks - -	5-64ths.	
			T. Vingoe - -	5-64ths.	
			F. Banfield - -	8-64ths.	
			J. Banfield - -	14-64ths.	
			T. Edwards - -	4-64ths.	

Enclosure 2, in No. 4.

Sir, 9, Alfred-street, Plymouth, 28 October 1868.

In the month of January last the pilot cutter "Atlantic," of Scilly, was unfortunately wrecked and totally lost at Scilly during a heavy gale. The crew then obtained possession of the pilot cutter "Garland," also of Scilly, and have been using her ever since. They have now had a new one built, and have sold the "Garland." I am very much surprised to hear the corporation have refused to grant a license to the new cutter, also called "Atlantic," on the plea that there are enough boats on the station.

I am sure the corporation cannot have been made acquainted with the facts as above stated, and hope they will re-consider the matter, and grant a license without delay. It is a very serious thing thus to deprive two licensed pilots, and six poor men forming her crew, of the means of earning their livelihood. I shall be glad to hear from you in reply.

Yours, &c.,

The Secretary, Trinity House. (signed) *T. J. Buxton.*

Sir, 9, Alfred-street, Plymouth, 30 October 1868.

I wrote you on the 28th instant, and expected to have had a reply this morning about the license to the new pilot cutter "Atlantic." I hope to hear from you to-morrow that the corporation have granted it. The refusal cannot be persisted in, and with all due deference to the corporation, they must give way sooner or later. I cannot believe the corporation wish it to be understood that when pilots of their own licensing and boatmen have the misfortune to lose their boats, they are not to replace them. It is bad enough for the poor fellows to lose their property by storms without having the Trinity House acting so cruelly towards them.

The men are on this side of the water waiting to hear the result, and if you will send me a telegram I will communicate it to them, so that they may go home.

Yours, &c.,

The Secretary, Trinity House. (signed) *T. J. Buxton.*

"ATLANTIC" PILOT CUTTER.

COPY of CORRESPONDENCE with the Board of Trade and the Trinity House relating to the Refusal of a LICENSE to the "ATLANTIC" PILOT CUTTER of the *Scilly Islands*.

(*Mr. St. Aubyn.*)

Ordered, by The House of Commons, *to be Printed*,
23 *March* 1869.

105.

Under 1 *oz.*

CHAIN CABLES AND ANCHORS ACT.

RETURN to an Order of the Honourable The House of Commons, dated 28 June 1869;—*for*,

Copies "of any Suggestions made to the Board of Trade as to amending the Chain Cables and Anchors Act:"

"And, of any Correspondence between the Board of Trade and any Persons on the Subject."

Board of Trade, 11 August 1869.

T. H. FARRER.

(*Mr. Lusk.*)

Ordered, by The House of Commons, *to be Printed*, 22 *July* 1869.

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COPIES of SUGGESTIONS made to the Board of Trade as to amending the CHAIN CABLES AND ANCHORS ACT; and, of CORRESPONDENCE between the Board of Trade and several Persons on the Subject.

— No. 1. —

Lloyd's Tyne Public Chain and Anchor Testing Company to Board of Trade.

Custom House Chambers, Newcastle-on-Tyne,
8 April 1869.

Sir,

I AM instructed by the Board of Directors of this Company to enclose you a copy of the correspondence with Mr. Caleb Bloomer, Chairman of the Staffordshire Association, relative to the suggestions for a proposed amendment of the Chain Cable and Anchor Act of Parliament.

I remain, &c.
(signed) *Frank Carr*,
Secretary.

Thomas Gray, Esq.,
Board of Trade, London.

Enclosure in No. 1.

CORRESPONDENCE between the Directors of Lloyd's Tyne Public Chain and Anchor Testing Company (Limited) and Mr. *Caleb Bloomer*, respecting a proposed new Act of Parliament.

RESOLUTION passed at a Board Meeting held on the 16th February 1869.

"That a letter to the following effect be addressed to Mr. Bloomer, Hill Top, West Bromwich:—'The directors of this company having been informed that a deputation from the chainmakers of Staffordshire, of which you are chairman, is about to wait upon the Board of Trade, with the object of making certain recommendations as to action to be taken by the Legislature in reference to the testing of chains and anchors, they would ask you to be good enough to furnish them with particulars of the recommendations which your deputation proposes to make to the Board of Trade, in order that they may take the same into consideration.'"

(signed) *George Crawshay*, jun., Chairman.

The following letter was received in answer to the Secretary's communication of the 16th February, as above:—

"Hill Top, West Bromwich, 17 February 1869,
9 o'clock.

"Dear Sir,

"YOUR favour of yesterday is received. Mr. Bloomer desires me to say he is sorry it is not in his power to send you a copy of the recommendation which the chainmakers of Staffordshire intend submitting to the Board of Trade, by this evening's post. Mr. Bloomer also wishes me to inform you that arrangements are made for the deputation to wait upon the President of the Board of Trade on Friday next, and that, previous to making their visit, they will meet at the Palace Hotel, Victoria-street, Westminster, at a quarter to 12 on the morning of that day. If you or any of your directors would like to join us, we shall be very pleased to see you at the time andl pace mentioned above. Excuse all imperfections.

"In haste to catch the post,

"Yours, &c.
(signed) "*Thos. Smith.*

"Mr. Frank Carr."

The following telegram was also received:—

"From *Caleb Bloomer*, West Bromwich, to *Frank Carr*, Custom House Chambers, Newcastle-on-Tyne.

"18 February 1869.

"PLEASE say, by wires, to Euston Hotel, London, whether I may expect anyone from your company to join us to-morrow; we seek to make the Act more stringent and easy to enforce."

To which the secretary had replied as follows:—"No one can be in London from our company so early as to-morrow; but we shall be glad to know your recommendations, and the result of the interview."

A further letter was received from Mr. Caleb Bloomer, as follows:—

"Dear Sir, "Hill Top, West Bromwich, 20 February 1869.

"WE saw Mr. Bright yesterday, as arranged, and had a satisfactory interview; and he promised, if we would put our views into writing, he would give the matter his best consideration. We have a meeting of our association on Thursday next, at four p.m., to go again into our suggestions, a copy of which I now enclose; and I should be glad to have your views upon them prior to that meeting, and, if you think well, would appoint a deputation from our association to meet yours at some convenient time and place, for we should be very happy to act, so far as is possible, in concert with you.

"Yours, &c.

"Francis Carr, Esq." (signed) "*Caleb Bloomer.*

(Enclosure.)

SUGGESTIONS in reference to the proposed Amendment of the Chain Cable and Anchor Act.

1. Maintenance of the separate Act.

2. All anchors and chain cables supplied to British vessels to be proved at a public proving-house, under the control of the Board of Trade. A short piece of each cable, taken at random, to be tested to the breaking-strain, to vary according to size, from 25 to 50 per cent. above the Admiralty test, viz.: under $7\frac{1}{8}$ in. diameter, 50 per cent.; $1\frac{1}{8}$ in. and under $1\frac{1}{2}$ in., 40 per cent.; $1\frac{1}{2}$ in. and under 2 in., 30 per cent.; 2 in. and larger, 25 per cent.

3. Tables of sizes of anchors and cables for ships and steamsrs to be according to Lloyd's present scale.

4. The Act for granting licenses for proving machines belonging to private owners to be continued as at present, to enable the manufacturers to supply the foreign trade; but no chain cable, or anchors, or rigging chains, sometimes called coil chains, to be passed through customs house without production of proof certificates from a machine licensed by the Board of Trade.

5. Present penalties to be enforced; one-half to go to informer on conviction of the offender. Any person selling chain or anchor without proof mark and certificate, to be liable to the penalties, whether the chain or anchor is for the use of a ship or otherwise; present difficulty is that proof of being for the use of a ship is necessary. Penalties should be for the act of selling untested chains and anchors.

At a board meeting, held on the 2nd March 1869:—

The secretary reported that, in answer to the above letter, he had informed Mr. Bloomer that he would lay it before the board of directors, and acquaint him with their views on the matter in due course.

On the motion of the chairman, it was then—

Resolved,—That Mr. Caleb Bloomer be informed that this Board, having taken into consideration the suggestions enclosed by him on the 20th February, in reference to the proposed Amendment of the Chain Cables and Anchor Act, they have to express it as their opinion that no further legislation as to the proving of chains and anchors appears to be desirable at present beyond what may be required to enforce the provisions of the present Act; also, that the chairman be authorised to represent the above views to the Board of Trade, on his proposed visit to London during the present month.

— No. 2. —

(M. 3139.)

Board of Trade to Lloyd's Tyne Public Chain and Anchor Testing Company.

Board of Trade (Marine Department),

Sir, Whitehall, 10 April 1869.

I AM directed by the Board of Trade to acknowledge the receipt of your letter * See *ante*, No. 1. of the *8th instant, transmitting a copy of a correspondence between the Directors of

of Lloyd's Tyne Public Chain and Anchor Testing Company, and Mr. Caleb Bloomer, relative to certain suggestions for a proposed amendment of the "Chain Cables and Anchors Act 1864," and to request that you will be so good as to convey to your directors the thanks of this Board for the same.

I am, &c.
(signed) *Thomas Gray.*

The Secretary,
Lloyd's Public Chain and Anchor Testing Company,
Newcastle-on-Tyne.

— No. 3. —

(M. 3139.)

Board of Trade to *Caleb Bloomer*, Esq.

Board of Trade, Whitehall,
10 April 1869.

Sir,

I AM directed by the Board of Trade to transmit to you a copy of a resolution of the Directors of Lloyd's Tyne Public Chain and Anchor Testing Company, relating to the proposed amendment of "The Chain Cables and Anchors Act, 1864," and to request you to be so good as to inform this Board whether the gentlemen who waited on the President on the subject concur in this resolution.

I am, &c.
(signed) *Thomas Gray.*

Caleb Bloomer, Esq.,
Hill Top, West Bromwich.

— No. 4. —

(M. 3380.)

Caleb Bloomer, Esq., to Board of Trade.

Hill Top, West Bromwich, 14 April 1869.

Dear Sir,

I CAME duly in receipt of your favour of the * 10th (M. 3139), enclosing me a copy of a resolution passed by the Directors of Lloyd's Tyne Testing Company, and beg to inform you, in reply, that the gentlemen who, with myself, had the honour of waiting upon the President of the Board of Trade lately, *do not* agree with the opinion expressed therein.

* See *ante*, No. 3.

I am, &c.
(signed) *Caleb Bloomer.*

Thomas Gray, Esq.

— No. 5. —

(M. 3633.)

Caleb Bloomer, Esq., to Board of Trade.

West Bromwich; Works, Gold's-hill; Office, Hill Top.
22 April 1869.

Dear Sir,

I HAVE now the pleasure to enclose to you the recommendations of the Chain and Anchor Makers' Association of Staffordshire as to alterations in Chain Cables and Anchors Act, 1864, as promised by the deputation to yourself some time ago, of which I formed one; begging your serious attention to the matter,

I remain, &c.
(signed) *Caleb Bloomer*, Chairman
of the Chain and Anchor Makers' Association
for Staffordshire.

To the Right Honourable John Bright,
President of the Board of Trade.

Enclosure in No. 5.

CHAIN CABLES AND ANCHORS ACT.

Suggestions for Amendment.

1. That the compulsory test be abolished.

2. That public machines be licensed as at present.

3. That makers' machines be licensed as at present.

4. That chains be sold either as having stood

   (*a.*) Public test;

   (*b.*) Maker's test; or

   (*c.*) As untested.

5. That forms of certificates of proof be printed in the Schedule to the Act.

   (*a.*) That there be a heavy penalty on persons (other than owners of licensed machines or their servants) who sign, fill up, or issue such forms, or any forms purporting to be such forms or resembling them.

   (*b.*) That any person issuing a certificate purporting to be a certificate of proof under the Act, otherwise than in the form provided by the Act, shall be liable to a penalty.

6. That books of blank certificates of proof, with counterfoils, be supplied by the Board of Trade when they issue a license, and the cost of these forms be covered by the license fee; and that the Inland Revenue stamp forms of certificates for machines licensed by the Board of Trade, and for such machines only.

7. That a counterfoil of certificates be sent to the Board of Trade.

8. That the test remain as at present.

9. That in future a heavy punishment should be attached to any person signing, giving, or issuing a certificate of proof without first satisfying himself that the chain cable for which it is given has been proved.
The onus should lie on the proprietor or superintendent of a machine satisfying himself that a chain, &c. has really been tested before he signs, gives, or issues a certificate of proof.

10. That it be left in the power of any person to prosecute for recovery of penalties, and that in all cases half the penalty be paid to the informer.

11. That the rules for stamping and marking, and the penalties connected with them, remain as at present.

12. That the Board of Trade appoint or approve the appointment of superintendents to public machines.

13. Unless the contrary is stated and agreed to, the purchaser of every chain cable shall be at liberty to test any chain he purchases (as a tested chain) at any public machine at the expense of the seller, provided the test named in the Act is not exceeded, and provided that it is applied within one month of delivery, and before the chain is used.

— No. 6. —

(M. 3633.)

Board of Trade to sundry Persons.

Board of Trade, Whitehall Gardens,
12 May 1869.

Sir,

I am directed by the Board of Trade to transmit to you the accompanying copy of a paper containing suggestions for amending the "Chain Cables and Anchors Act, 1864."

The Board of Trade would be glad if you would favour them with your own opinion, and also with the opinions of any shipowners and underwriters, or manufacturers of anchors and cables, with whom you may think fit to communicate on the subject.

I am, &c.
(signed) *Thomas Gray.*

Enclosure in No. 6.

CHAIN CABLES AND ANCHORS ACT.

Suggestions for Amendment.

1. That the compulsory test be abolished.

2. That public machines be licensed as at present.

3. That makers' machines be licensed as at present.

4. That chains be sold either as having stood—
   (*a.*) Public test;
   (*b.*) Maker's test; or
   (*c.*) As untested.

5. That forms of certificates of proof be printed in the Schedule to the Act.
   (*a.*) That there be a heavy penalty on persons (other than owners of licensed machines or their servants) who sign, fill up, or issue such forms, or any forms purporting to be such forms or resembling them.
   (*b*). That any person issuing a certificate purporting to be a certificate of proof under the Act otherwise than in the form provided by the Act, shall be liable to a penalty.

6. That books of blank certificates of proof, with counterfoils, be supplied by the Board of Trade when they issue a license, and the cost of these forms be covered by the license fee; and that the Inland Revenue stamp forms of certificates for machines licensed by the Board of Trade, and for such machines only.

7. That a counterfoil of certificates be sent to the Board of Trade.

8. That the test remain as at present.

9. That in future a heavy punishment should be attached to any person signing, giving, or issuing a certificate of proof without first satisfying himself that the chain cable for which it is given has been proved.
The onus should lie on the proprietor or superintendent of a machine satisfying himself that a chain, &c. has really been tested before he signs, gives, or issues a certificate of proof.

10. That it be left in the power of any person to prosecute for recovery of penalties, and that in all cases half the penalty be paid to the informer.

11. That the rules for stamping and marking, and the penalties connected with them, remain as at present.

12. That the Board of Trade appoint or approve the appointment of superintendents to public machines.

13. Unless the contrary is stated and agreed to, the purchaser of every chain cable shall be at liberty to test any chain he purchases (as a tested chain) at any public machine at the expense of the seller, provided the test named in the Act is not exceeded, and provided that it is applied within one month of delivery, and before the chain is used.

The above suggestions, numbered 1 to 13, were made by "The Chain and Anchor Makers' Association of Staffordshire." The substance of the following suggestions, numbered 14 to 19, has been brought to the notice of the Board of Trade, by various persons, since the Act was passed.

14. The test to be applied to chain cables hereafter should be different from the existing test. The existing test is the same for all qualities of iron, whatever may be its ultimate breaking strain; whereas the test strain of the future should be made to depend on the quality of the iron, and should bear a fixed proportion to the breaking strain.

15. That a short piece of each cable tested for a certificate of proof, under the Act, should first be broken to ascertain the breaking strain of the cable. This should be done before the whole cable is subjected to the proof strain.

16. That the proportion between the breaking strain and proof strain of various sized cables be promulgated by the Committee of Lloyds' Register and the Board of Trade, or be promulgated by Order in Council, and be varied from time to time if and when experience shows alteration to be necessary.

17. That there be an obligation upon anchor makers to place their own marks and numbers upon anchors and chains.

18. That the Act be allowed to run out, and that no legislation whatever is necessary on the subject of testing or manufacturing chain cables and anchors.

19. That the compulsory test be continued, and that no ship be allowed to proceed to sea unless and until an officer of Customs ascertains and certifies that she is provided with properly tested and certificated cables and anchors.

The whole of the above (from No. 1 to No. 19 inclusive) have been put before the Board of Trade as suggestions. They do not emanate from the Board of Trade, and the Board of Trade do not express any opinion on them.

OPINIONS on Suggestions for Amending the Chain Cables and Anchors Act, 1864.

Suggestion, No. 1.

That the Compulsory Test be abolished.

Messrs. Pow & Fawcus - -	Yes.
Chain Cable and Anchor Works, Millwall, Poplar.	Although undue importance is by the newspapers, and therefrom by the public, attached to the compulsory proving of chain cables and anchors, as a principle established, its continuance is desirable.
John Candlish, Esq., M.P. - -	Approved; with additional provisions as to testing machines, to meet the requirements necessary to give effect to paragraphs 14 and 15 in this paper.
London Local Marine Board -	That the compulsory test for the manufacturers of chain cables be continued.
Cork Local Marine Board - -	Board not unanimous.
Mr. John Trotman - - -	Nót. Experience has demonstrated that manufacturers' proofs are utterly untrustworthy, and even mischievous. Any proof to be effectual must necessarily be independent of both the seller and the buyer; and the officiating test or proof master ought to be a public officer approved or nominated by the Board of Trade authorities.
Dublin Local Marine Board -	This Board entirely disapprove of such a course.
Glasgow Local Marine Board -	No.
Liverpool Shipowners' Association	The Association object to this.
Messrs. John Abbot & Co. - -	No.
Mr. R. B. Reed - - - -	No.
Mr. Henry Milvain - - -	No; but let it be reduced to the old mercantile strain or test.
Mr. John Boyle, Managing Trustee to the Marquis of Bute.	The compulsory test should not be abolished.
Newcastle Local Marine Board -	No; but let the test be such as will prove the workmanship.
Bristol Chain and Anchor Testing Company (Limited).	That the compulsory test should be continued, and that to abolish it would be a retrograde movement. That crane and other large chains, also large rope cables, and coal-pit ropes or chains, should be included. They are strongly of opinion that no private machine should be licensed, and that no chains should be sold unless they have stood the test at a public machine.
Messrs. Bell & Daniell - -	We think not.
Liverpool Underwriters' Association.	Object.
Staffordshire Chain and Anchor Makers' Association.	No answer.
Messrs. Wood Brothers, Dee Iron Works.	Compulsory test to be continued.
Lloyd's Cambrian Chain and Anchor Public Testing Company.	Certainly not.
Sunderland Local Marine Board -	No.
General Shipowners' Society -	No; but that the mode of test be altered.
Mersey Dock and Harbour Board	That the compulsory test should be retained.

Suggestion No. 2.

That Public Machines be Licensed, as at present.

Messrs. Pow & Fawcus - -	Yes.
Chain Cable and Anchor Works, Millwall.	Yes; but any distinction between public and private machines is disadvantageous.
John Candlish, Esq., M.P. - -	*See* answer to Suggestion No. 1.
London Local Marine Board -	That all machines be under an inspector appointed by Government.
Cork Local Marine Board - -	*See* No. 12.
Mr. John Trotman - - -	*See* answer to Suggestion No. 1.
Dublin Local Marine Board -	Approved.
Glasgow Local Marine Board -	Yes.
Liverpool Shipowners' Association	The Association approve of this.
Messrs. John Abbott & Co. - -	Yes.
Mr. R. B. Reed - - - -	Yes.
Mr. R. Milvain - - - -	Yes.
Mr. John Boyle, &c. &c. - -	Yes.
Newcastle Local Marine Board -	Yes.
Bristol Chain and Anchor Testing Company.	*See* answer to Suggestion No. 1.
Messrs. Bell & Daniell - -	Yes.
Liverpool Underwriters' Association.	Recommend.
Staffordshire Chain and Anchor Makers' Association.	No answer.
Messrs. Wood Brothers - -	Yes.
Lloyd's Cambrian Chain and Anchor Public Testing Company.	Yes.
Sunderland Local Marine Board -	Yes.
General Shipowners' Society -	Agreed to.
Mersey Dock and Harbour Board	That public machines, under the control of independent public bodies, should be licensed, as at present.

Suggestion No. 3.

That Makers' Machines be Licensed, as at present.

Messrs. Pow & Fawcus - -	Yes.
Chain Cable and Anchor Works, Millwall.	*See* answer to Suggestion No. 2.
John Candlish, Esq., M.P. - -	*See* answer to Suggestion No. 1.
London Local Marine Board -	*See* answer to Suggestion No. 2.
Cork Local Marine Board - -	Do not approve of makers having testing machines.
Mr. John Trotman - - -	Not. *See* answer to Suggestion No. 1.
Dublin Local Marine Board -	Approved.
Glasgow Local Marine Board -	No.
Liverpool Shipowners' Association	The Association do not express any opinion.
Messrs. John Abbott & Co. - -	Yes.
Mr. R. B. Reed - - - -	No.
Mr. H. Milvain - - - -	No.
Mr. John Boyle, &c. - - -	Makers' machines should be licensed, as at present, for the proving of their own work; but the cables, &c. so proved should, in addition, be tested at the public testing machine.

SUGGESTION No. 3—*continued.*

Newcastle Local Marine Board -	See no objection to this, if same is granted under proper restrictions.
Bristol Chain and Anchor Testing Company.	*See* answer to Suggestion No. 1.
Messrs. Bell & Daniell - -	This violating public testing; we think this ought not to be, and all chains and anchors be bound to pass public machines duly licensed.
Liverpool Underwriters' Association.	Object.
Staffordshire Chain and Anchor Makers.	No answer.
Messrs. Wood Brothers - -	Yes.
Lloyd's Cambrian Chain and Anchor Public Testing Company.	Yes.
Sunderland Local Marine Board -	Not allowed.
General Shipowners' Society -	Objected to.
Mersey Dock and Harbour Board	That makers' machines should not be licensed.

SUGGESTION No. 4.

That Chains be sold either as having stood—

(*a*) Public test;

(*b*) Maker's test; or

(*c*) As untested.

Messrs. Pow & Fawcus - -	Yes.
Chain Cable and Anchor Works, Millwall.	Yes; except clause (*c*).
John Candlish, Esq., M.P. -	*See* Answer to Suggestion No. 1.
London Local Marine Board -	That all chain cables be sold as having been subjected to public test. (*c*) That no untested chain cables be sold for cables of vessels.
Cork Local Marine Board - -	Approved.
Mr. John Trotman - - -	Omit words "either as," and clauses (*b*) and (*c*).
Dublin Local Marine Board -	(*a*) and (*b*) Approved. (*c*) Entirely disapproved.
Glasgow Local Marine Board -	No.
Liverpool Shipowners' Association	*See* answer to No. 3.
Messrs. John Abbott & Co. - -	(*a*) and (*b*), Yes. (*c*), No.
Mr. R. B. Reed - - - -	Public test only.
Mr. H. Milvain - - - -	- - ditto.
Mr. John Boyle - - - -	That no chain be sold unless it has stood the public test.
Newcastle Local Marine Board -	(*a*) and (*b*), Yes. (*c*), No.
Bristol Chain and Anchor Testing Company.	*See* Answer to Suggestion No. 1.
Messrs. Bell & Daniell - -	Public test only.
Liverpool Underwriters' Association	Clause (*b*) struck out; recommend as altered.
Staffordshire Chain and Anchor Makers' Association.	No answer.
Messrs. Wood Brothers - -	(*a*) and (*b*), Yes. (*c*), No.
Lloyd's Cambrian Chain and Anchor Public Testing Company.	Should stand public or maker's test, and *not* be sold as untested.

SUGGESTION No. 4—*continued.*

Sunderland Local Marine Board -	Public test.
General Shipowners' Society -	(*a*), Agreed to. (*b*), Objected to. (*c*), No untested chain should be sold.
Mersey Dock and Harbour Board	That the sale of chains should be restricted to those only which have stood the public test as proposed in Opinion No. 2.

SUGGESTION No. 5.

That Forms of Certificates of Proof be Printed in the Schedule to the Act.

(*a*) That there be a heavy Penalty on Persons (other than Owners of Licensed Machines, or their Servants) who sign, fill up, or issue such Forms, or any Forms purporting to be such Forms or resembling them.

(*b*) That any Person issuing a Certificate purporting to be a Certificate of Proof under the Act, otherwise than in the Form provided by the Act, shall be liable to a Penalty.

Messrs. Pow & Fawcus.	No answer.
Chain Cable and Anchor Works, Millwall.	Yes.
John Candlish, Esq., M.P. - -	Approved.
London Local Marine Board -	Clauses 5 to 13, omitting clause 8, as before remarked on, seem good as precautions.
Cork Local Marine Board - -	Approved.
Mr. John Trotman - - -	No answer.
Dublin Local Marine Board -	Approved.
Glasgow Local Marine Board -	No.
Liverpool Shipowners' Association	The Association approve of this.
Messrs. John Abbott & Co. - -	Yes.
Mr. R. B. Reed - - - -	Yes.
Mr. H. Milvain - - - -	After words, "Scheduled to the Act," add, "and issued by Board of Trade." Clauses (*a*), (*b*), Approved.
Mr. John Boyle - - - -	Yes. The forms of all public machines to be uniform, and different from the forms used by makers. Both sets of forms should be provided by the Board of Trade, and none other should be used without subjecting the issuer to a penalty.
Newcastle Local Marine Board -	Yes; and issued by the Board of Trade.
Bristol Chain and Anchor Testing Company.	They approve of this.
Messrs. Bell & Daniell - -	Approve.
Liverpool Underwriters' Association	No answer.
Staffordshire Chain and Anchor Makers' Association.	In clause (*b*), the words, "under the Act," would be better out.
Messrs. Wood Brothers - -	Yes. Penalty to be stated. No. 9 Suggestion might be incorporated with these.
Lloyd's Cambrian Chain and Anchor Public Testing Company.	Clause (*a*), Yes.
Sunderland Local Marine Board -	Yes.
General Shipowners' Society -	Agreed to.
Mersey Dock and Harbour Board	Concurred in; also (*a*) and (*b*).

Suggestion No. 6.

That Books of blank Certificates of Proof with Counterfoils be supplied by the Board of Trade when they issue a License, and the Cost of these Forms be covered by the License Fee; and that the Inland Revenue stamp Forms of Certificates for Machines licensed by the Board of Trade, and for such Machines only.

Messrs. Pow & Fawcus - -	No answer.
Chain Cable and Anchor Works, Millwall.	Yes.
John Candlish, Esq., M.P - -	Approved.
London Local Marine Board -	See answer to No. 5.
Cork Local Marine Board - -	Approved.
Mr. John Trotman - - -	No answer.
Dublin Local Marine Board - -	Approved.
Glasgow Local Marine Board -	No.
Liverpool Shipowners' Association -	See answer to No. 5.
Messrs. John Abbott & Co. - -	Yes.
Mr. R. B. Reed - - - -	Yes.
Mr. H. Milvain - - - -	Yes, as per No. 5 above.
Mr. John Boyle - - - -	The Board of Trade should supply books of blank certificates of proof, such certificates to be stamped for public machines only. The license fee to cover the cost of the forms.
Newcastle Local Marine Board -	Yes, as answered in No. 5.
Bristol Chain and Anchor Testing Company.	They approve of this, and suggest that all certificates should bear an Inland Revenue Stamp, *such stamps to be in lieu of the license fee which should be abolished. This would be an equitable charge on each machine.*
Messrs. Bell & Daniell - -	Approved.
Liverpool Underwriters' Association.	No answer.
Staffordshire Chain and Anchor Makers' Association.	The Act should be so drawn as to prevent anyone giving a certificate except on a form issued by the Board of Trade.
Messrs. Wood Brothers - -	Yes; but license fee is now high, adding materially to cost of chains and anchors.
Lloyd's Cambrian Chain and Anchor Public Testing Company.	Yes.
Sunderland Local Marine Board -	Yes.
General Shipowners' Society -	No opinion, but see no reason for any alteration.
Mersey Dock and Harbour Board.	Concurred in.

Suggestion No. 7.

That a Counterfoil of Certificate be sent to the Board of Trade.

Messrs. Pow & Fawcus - -	No answer.
Chain Cable and Anchor Company, Millwall.	Yes.
John Candlish, Esq. M.P. - -	Unnecessary.
London Local Marine Board -	See answer to No. 5.
Cork Local Marine Board - -	Approved.
Mr. John Trotman - - -	No answer.
Dublin Local Marine Board - -	Approved.
Glasgow Local Marine Board -	No.

SUGGESTION No. 7—*continued.*

Liverpool Shipowners' Association	Approved.
Messrs. John Abbott & Co. - -	Yes.
Mr. R. B. Reed - - - -	Yes.
Mr. H. Milvain - - - -	Yes.
Mr. John Boyle - - - -	The books to have two counterfoils, one for the Board of Trade, the other to be kept by the owner of the machine.
Newcastle Local Marine Board -	Yes.
Bristol Chain and Anchor Testing Company.	They see no objection to this.
Messrs. Bell & Daniell - -	Approved of.
Liverpool Underwriters' Association.	No answer.
Staffordshire Chain and Anchor Makers' Association.	No answer.
Messrs. Wood Brothers - -	No answer.
Lloyd's Cambrian Chain and Anchor Public Testing Company.	No objection to this.
Sunderland Local Marine Board -	No opinion offered.
General Shipowners' Society. -	Objected to.
Mersey Dock and Harbour Board	Assuming that none but independent public bodies (2) be permitted to have control of public testing machines, and that perfect conformity be secured with regard to the certificates by using none but what are issued by the Board of Trade (6), it appears to the Works Committee that it would be more convenient for the course of business if the Secretary, Treasurer, or Accountant of the "Public Bodies" (*not* the Superintendent of the proving machine) were instructed to receive and hold in charge the counterfoil of certificates.

SUGGESTION No. 8.

That the Test *remain* as at present.

Messrs. Pow & Fawcus - -	No answer.
Chain Cable and Anchor Company, Millwall.	Yes, certainly. Testing is really useful only to the manufacturer as against deception in his workmen. Sound work is of more importance practically than quality of iron, and much more difficult to obtain. Beyond a certain point iron in a manufactured state is injured by over-testing. The scale established is sufficient.
John Candlish, Esq., M.P. - -	With addition, to meet requirements of paragraphs 14 and 15.
London Local Marine Board -	This Board are unable to state whether the present test is the right amount of strain that should be put upon chain cables.
Cork Local Marine Board - -	Submitted to Board of Trade.
Mr. John Trotman - - -	Omit "*remain as at present*;" say, "especially the inspection after proof should be more rigorous than at present."
Dublin Local Marine Board -	Approved.
Glasgow Local Marine Board -	Yes.
Liverpool Shipowners' Association	Approved.
Messrs. John Abbott & Co. -	Yes.
Mr. R. B. Reed - - - -	I prefer the Suggestion No. 14.

SUGGESTION No. 8—*continued.*

Mr. H. Milvain - - - -	No; but as at No. 1, above.
Mr. John Boyle - - - -	The Committee of Lloyd's Register to decide this.
Newcastle Local Marine Board -	No.
Bristol Chain and Anchor Testing Company.	They approve of this, subject to the proviso hereafter suggested; *see* Nos. 14, 15, 16.
Messrs. Bell & Daniell - -	Approved of.
Liverpool Underwriters' Association	Object.
Staffordshire Chain and Anchor Makers' Association.	No answer.
Messrs. Wood Brothers - -	Yes.
Lloyd's Cambrian Chain and Anchor Public Testing Company.	Yes, unless it were made dependent upon the quality of the iron, as suggested by Articles 14, 15, 16.
Sunderland Local Marine Board -	Yes.
General Shipowners' Society -	Objected to, and recommended that, in the testing of chains for the future, there should be two testing operations: the first, a short length for every 30 fathoms shall be tested up to breaking point, and in case the breaking strain shall be found to be less than 30 per cent. over Admiralty proof, the chain shall be condemned; the second shall be to determine the workmanship of chains, a portion of which has stood the first test, on which the whole chain shall be subjected to a proof strain of 15 per cent. under the Admiralty proof, and struck with a sledge hammer, so as to indicate the effect of a sudden jerk.
Mersey Dock and Harbour Board -	Concurred in.

SUGGESTION No. 9.

That in future a heavy Punishment should be attached to any Person signing, giving, or issuing a Certificate of Proof without first satisfying himself that the Chain Cable for which it is given has been proved. The onus should lie on the Proprietor or Superintendent of a Machine satisfying himself that a Chain, &c., has really been tested before he signs, gives, or issues a Certificate of Proof.

Messrs. Pow & Fawcus - -	The second portion might be left out with advantage.
Chain Cable and Anchor Company, Millwall.	Yes.
John Candlish, Esq., M.P. - -	A necessary sequence to the above.
London Local Marine Board -	*See* answer to No. 5.
Cork Local Marine Board - -	Approved.
Mr. John Trotman - - -	After words, in second part, "*has really been tested,*" add, "and bear the proof mark."
Dublin Local Marine Board -	Approved.
Glasgow Local Marine Board -	No.
Liverpool Shipowners' Association	Approved.
Messrs. John Abbott & Co. - -	Yes.
Mr. R. B. Reed - - - -	Yes.
Mr. H. Milvain - - - -	Yes.
Mr. John Boyle - - - -	Yes.
Newcastle Local Marine Board -	Yes.
Bristol Chain and Anchor Testing Company.	They approve of these suggestions.

SUGGESTION No. 9—*continued.*

Messrs. Bell & Daniell - -	Approved of.
Liverpool Underwriters' Association	No answer.
Staffordshire Chain and Anchor Makers' Association.	No answer.
Messrs. Wood Brothers - -	Yes; incorporate this with No. 5 Suggestion.
Lloyd's Cambrian Chain and Anchor Public Testing Company.	Yes.
Sunderland Local Marine Board -	Yes.
General Shipowners' Society -	Agreed to.
Mersey Dock and Harbour Board	Concurred in.

SUGGESTION No. 10.

That it be left in the Power of any Person to prosecute for Recovery of Penalties, and that in all cases Half the Penalty be paid to the Informer.

Messrs. Pow & Fawcus - -	No answer.
Chain Cable and Anchor Works, Millwall.	Yes.
John Candlish, Esq., M. P. - -	A public prosecutor might be an improvement.
London Local Marine Board -	*See* Answer to No. 5.
Cork Local Marine Board - -	Approved.
Mr. John Trotman - - -	A public prosecution might sometimes be desirable.
Dublin Local Marine Board -	Approved.
Glasgow Local Marine Board -	No.
Liverpool Shipowners' Association	Approved.
Messrs. John Abbott & Co. - -	Government ought to prosecute, on information being given.
Mr. R. B. Reed - - - -	Yes.
Mr. H. Milvain - - - -	Should not the Crown prosecute, on the information of any persons?
Mr. John Boyle - - - -	The Government only, or Lloyd's, or some other public body, should prosecute.
Newcastle Local Marine Board -	No; the Board of Trade only should prosecute, on the information of any person, supplied to them or their inspector.
Bristol Chain and Anchor Testing Company.	They approve of these suggestions.
Messrs. Bell & Daniell - -	Approved of.
Liverpool Underwriters' Association	No answer.
Staffordshire Chain and Anchor Makers' Association.	No answer.
Messrs. Wood Brothers - -	Board of Trade should prosecute for any infringement of the Act.
Lloyd's Cambrian Chain and Anchor Public Testing Company.	Yes, or that the Board of Trade prosecute.
Sunderland Local Marine Board -	No opinion offered.
General Shipowners' Society -	No opinion.
Mersey Dock and Harbour Board	Concurred in.

Suggestion No. 11.

That the Rules for Stamping and Marking, and the Penalties connected with them, remain as at present.

Messrs. Pow & Fawcus - -	No answer.
Chain Cable and Anchor Works, Millwall.	Yes.
John Candlish, Esq., M.P. - -	Will require alteration probably.
London Local Marine Board -	See answer to No 5.
Cork Local Marine Board - -	Submitted to the Board of Trade.
Mr. John Trotman - - -	After, "as at present," add "also a condemned mark would be useful, in order to stamp any cable made of manifestly unsuitable material, such as breaks more than once in the iron, or when the tensile strain cracks the links, notwithstanding it sustains actual proof."
Dublin Local Marine Board - -	Approved.
Glasgow Local Marine Board -	Yes.
Liverpool Shipowners' Association	Approved.
Messrs. John Abbott & Co. -	Yes.
Mr. R. B. Reed - - -	I prefer Suggestion No. 17 being added to this.
Mr. H. Milvain - - - -	Stamping or marking to be the breaking strains, and none else.
Mr. John Boyle - - - -	Yes.
Newcastle Local Marine Board -	Stamping in future to be the breaking strain only.
Bristol Chain and Anchor Testing Company.	They are of opinion that the number of the machine, with the stamp B, and a crown, and a T, and the number of the test corresponding with the number of the certificate issued, is sufficient.
Messrs. Bell & Daniel - -	Approved of.
Liverpool Underwriters' Association.	Recommend.
Staffordshire Chain and Anchor Makers' Association.	No answer.
Messrs. Wood Brothers - -	Yes.
Lloyd's Cambrian Chain and Anchor Public Testing Company.	Yes.
Sunderland Local Marine Board -	Yes.
General Shipowners' Society -	Agreed to.
Mersey Dock and Harbour Board	Concurred in.

Suggestion No. 12.

That the Board of Trade appoint, or approve the Appointment of, Superintendents to Public Machines.

Messrs. Pow & Fawcus - -	No answer.
Chain Cable and Anchor Works, Millwall.	Yes, and with power to inspectors to enter upon works during working hours, to inspect all testing machines, and to correct all irregularities.
John Candlish, Esq., M.P. - -	Approved.
London Local Marine Board -	*See* answer to No. 5.
Cork Local Marine Board - -	Approved.
Mr. John Trotman - - -	No Answer.
Dublin Local Marine Board -	Approved.
Glasgow Local Marine Board -	No.
Liverpool Shipowners' Association	Approved of.

SUGGESTION No. 12—*continued.*

Messrs. John Abbott & Co. - -	Yes.
Mr. R. B. Reed - - - -	Unless the Board of Trade appoints the superintendent, and the superintendent is responsible alone to the Board of Trade, it is impossible for the provisions of the Act to be carried out with integrity.
Mr. H. Milvain - - - -	Yes.
Mr. John Boyle - - - -	Yes; if it is made imperative that all chains and anchors be tested at public machines.
Newcastle Local Marine Board -	Yes.
Bristol Chain & Anchor Testing Company.	They approve of this.
Messrs. Bell & Daniel - -	We think the appointment should be in the hands of the directors of the machine.
Liverpool Underwriters' Association	Recommend.
Staffordshire Chain and Anchor Makers' Association.	No answer.
Messrs. Wood Brothers - -	The appointment of superintendents to public machines by Lloyd's has hitherto worked satisfactorily, and it is not desirable to make any change in this respect.
Lloyd's Cambrian Chain and Anchor Public Testing Company.	It is immaterial by whom the appointment is made, so long as competent persons are selected.
Sunderland Local Marine Board -	Yes.
General Shipowners' Society -	Agreed to, as to approval, but not as to appointment, and that he shall be a sworn officer.
Mersey Dock and Harbour Board	That the appointment of superintendents remain in the hands of public bodies (2).

SUGGESTION No. 13.

Unless the contrary is stated and agreed to, the purchaser of every Chain Cable shall be at liberty to test any Chain he purchases (as a tested Chain) at any public machine at the expense of the seller, provided the Test named in the Act is not exceeded, and provided that it is applied within one month of delivery, and before the Chain is used.

Messrs. Pow & Fawcus - -	After words, "*any chain he purchases,*" add, "*and if found defective.*"
Chain Cable and Anchor Works, Millwall.	The power to re-test upon another machine is not undesirable for the purchaser. But as some of the clauses suggested (9 and 10) are penal against the manufacturer, the purchaser should pay for the re-testing indicated by this clause.
John Candlish, Esq., M.P. - -	Approved.
London Local Marine Board -	*See* answer to No. 5.
Cork Local Marine Board - -	*Vide* No. 12. Deem it unnecessary.
Mr. John Trotman - - -	Take out words, "*unless the contrary is stated and agreed to,*" and also, "*and provided that it is applied within one month of delivery.*"
Dublin Local Marine Board -	Approved.
Glasgow Local Marine Board -	No.
Liverpool Shipowners' Association -	Approved of.
Messrs. John Abbott & Co. -	No.
Mr. R. B. Reed - - - -	Yes.
Mr. H. Milvain - - - -	With public testing, marking, and certificates, as now suggested, this would not be necessary.

SUGGESTION No. 13—*continued.*

Mr. John Boyle - - - -	This is not necessary. If a chain has been properly tested at a public machine, and a certificate to that effect granted by the superintendent, it should be held to be conclusive between buyer and seller.
Newcastle Local Marine Board -	No.
Bristol Chain and Anchor Testing Company.	Compulsory test being continued, such a proviso as this would be unnecessary.
Messrs. Bell & Daniell - -	If all chains were tested at a public machine, and marked, and certificate delivered, this would be unnecessary.
Liverpool Underwriters' Association	Recommend.
Staffordshire Chain and Anchor Makers' Association.	We are not all of one mind about this.
Messrs. Wood Brothers - -	Purchasers wishing to re-test chains or anchors to do so at their own expense; certificates of proof under the regulations now contemplated should be considered as satisfactorily showing that the goods had been properly tested.
Lloyd's Cambrian Chain and Anchor Public Testing Company.	As a testing company we can have no objection, but probably the chain maker or seller *would* object to being put to the expense.
Sunderland Local Marine Board -	No opinion offered.
General Shipowners' Society -	No opinion.
Mersey Dock and Harbour Board	If none but public bodies (2) be permitted to have the control of public machines, and the sale of chains, &c., restricted to those only which have stood the public test (4), this additional precaution would scarcely appear necessary. Supposing it to be adopted, however, the works committee think that the "purchaser" should bear the expense of re-testing, if the chain successfully withstand the test; and that it be a question between the seller and the superintendent of the machine as to which is to bear the expense if the chain prove defective on re-testing. The provision as to re-testing within one month, and before the chain is used, to stand as suggested.

SUGGESTION No. 14.

The Test to be applied to Chain Cables hereafter should be different from the existing Test. The existing Test is the same for all qualities of Iron, whatever may be its ultimate breaking strain, whereas the Test strain of the future should be made to depend on the quality of the Iron, and should bear a fixed proportion to the breaking strain.

Messrs. Pow & Fawcus - -	No answer.
Chain Cable and Anchor Works, Millwall.	No.
John Candlish, Esq., M.P. - -	Highly approved.
London Local Marine Board -	The test for all chain cables should be the test for the best quality of iron.
Cork Local Marine Board - -	Same test for all quality of iron.
Mr. John Trotman - - -	The tensile strain or proof ought to be increased, so that no inferior or unsuitable iron could then be used in the manufacture of cables, as at present. There have been numerous experiments made from time to time in Her Majesty's dockyards that show conclusively a good cable does not deteriorate under a high proof.

SUGGESTION No. 14—*continued.*

Dublin Local Marine Board -	1st Paragraph. Disapproved if lowered. 2nd ditto. And should so continue. 3rd ditto. None but the best quality of iron should be allowed.
Glasgow Local Marine Board -	Not in present state of matters.
Liverpool Shipowners' Association	Do not express any opinion as to this.
Messrs. John Abbott & Co. -	The test strain to remain the same as at present, but a piece of at least a yard in length from every cable to be proved to a breaking strain, which should be fixed at not less than one-third above Admiralty proof; if the chain does not stand its breaking strain it should be stmped and sold as a smaller size.
Mr. R. B. Reed - - - -	The Act should fix the minimum breaking strain. Then if the provision No. 14 were carried out, the certificate on the face of it would prove excellence or inferiority of workmanship, as the case might be.
Mr. H. Milvain - - - -	Yes, as suggested at No. 1, on the other side. See *note* at foot as to breaking strain.
Mr. John Boyle - - - -	The test should remain as at present; in case any maker should wish to ascertain the breaking strain of his manufactures, he can do so in the mode stated in the 15th Suggestion.
Newcastle Local Marine Board -	Yes.
Bristol Chain and Anchor Testing Company.	They are of opinion that the existing proof strain should be continued, provided always that a short piece of each cable (having first been cut out) shall have stood a test of 30 per cent. above the proof strain to be applied to the cable; new links to be substituted for those cut out.
Messrs. Bell & Daniell - -	We think this would be difficult to carry out, and by excess of strain the fibre of the iron be damaged; the present strain we consider quite sufficient.
Liverpool Underwriters' Association	Recommended as altered. *"The test to be applied to chain cables hereafter should be different from the existing test. The existing test should bear a fixed proportion to the breaking strain."*
Staffordshire Chain and Anchor Makers' Association.	Present Admiralty scale sufficient.
Messrs. Wood Brothers - -	Test to remain as at present. *See* No. 8 Suggestion.
Lloyd's Cambrian Chain and Anchor Public Testing Company.	We consider the present to be a fair test. Anything tending to increase the cost of the cables is a matter more for the manufacturer's consideration, and would not affect the testing company. *See* No. 8.
Sunderland Local Marine Board.	No opinion offered.
General Shipowners' Society -	First part agreed to, but are of opinion that no provision should be made for testing the various qualities of iron.
Mersey Dock and Harbour Board	The object of the Act is to secure a high quality of iron in the manufacture of chain cables, and that object would be defeated if the test were to vary with the quality of the iron. In the case of iron of very superior quality, there appears to be no objection to the insertion of a note on the certificate (and it is frequently at the Birkenhead Works) that the chain had been tested to 5, 10, or 15 per cent., as the case may be, in excess of the Government proof.

Suggestion No. 15.

That a short piece of each Cable, tested for a Certificate of Proof under the Act, should first be broken, to ascertain the Breaking Strain of the Cable. This should be done before the whole Cable is subjected to the Proof Strain.

Messrs. Pow & Fawcus - -	No answer.
Chain Cable and Anchor Works, Millwall.	No.
John Candlish, Esq., M.P. - -	Highly approved.
London Local Marine Board -	Seems a good suggestion.
Cork Local Marine Board - -	No opinion.
Mr. John Trotman - - -	*See* answer to No. 14.
Dublin Local Marine Board -	Approved.
Glasgow Local Marine Board -	Not necessary.
Liverpool Shipowners' Association	Approved of.
Messrs. John Abbott & Co. - -	*See* answer to No. 14.
Mr. R. B. Reed - - - -	Yes.
Mr. H. Milvain - - - -	Either before or after the proposed mercantile strain test.
Mr. John Boyle - - - -	*See* answer to No. 14.
Newcastle Local Marine Board -	Yes, to prove the workmanship.
Bristol Chain and Anchor Testing Company.	*See* answer to No. 14.
Messrs. Bell & Daniell - -	This would injure the machines, we think, and too costly in repairing broken cables, &c., and is rather impracticable; this also applies to No. 16.
Liverpool Underwriters' Association	Recommend.
Staffordshire Chain and Anchor Makers' Association.	We are not ready for this yet; public opinion is not enough in favour of it.
Messrs. Wood Brothers - -	No; a short piece of each cable may be broken at the request of the purchaser, and the breaking strain put on the certificate. The part to be broken to be selected by the superintendent of the machine, or the purchaser.
Lloyd's Cambrian Chain and Anchor Public Testing Company.	*See* answer to No. 14.
Sunderland Local Marine Board -	Yes, very desirable.
General Shipowners' Society -	Agreed to.
Mersey Dock and Harbour Board	(15 and 16.) It would be impossible to select a short piece from a length of cable, before testing, that should fairly represent the strength of the whole. If the cable were tested first, and a short piece cut out, and broken afterwards, it would give with greater accuracy.

Suggestion No. 16.

That the proportion between the Breaking Strain and Proof Strain of various sized Cables be promulgated by the Committee of Lloyd's Register and the Board of Trade, or be promulgated by Order in Council, and be varied from time to time, if and when experience shows alteration to be necessary.

Messrs. Pow & Fawcus - -	No answer.
Chain Cable and Anchor Works, Millwall.	No.
John Candlish, Esq., M.P. - -	Probably unnecessary, but not certainly.

SUGGESTION No. 16—*continued.*

London Local Marine Board -	Seems a good suggestion.
Cork Local Marine Board - -	No opinion.
Mr. John Trotman - - -	Omit word "*Register*," and insert "may" before "*be promulgated by Order in Council.*"
Dublin Local Marine Board -	Approved.
Glasgow Local Marine Board -	No.
Liverpool Shipowners' Association	Approved of.
Messrs. John Abbott & Co. - -	Yes.
Mr. R. B. Reed - - - -	Yes.
Mr. H. Milvain - - - -	Yes. *See* suggestion in note as to per-centage.
Mr. John Boyle - - - -	*See* answer to No. 14.
Newcastle Local Marine Board -	Yes; particularly so by the Board of Trade, or by Order in Council. *See* note below, on breaking strain.
Bristol Chain and Anchor Testing Company.	*See* answer to No. 14.
Messrs. Bell & Daniell - -	*See* answer to No. 15.
Liverpool Underwriters' Association	Recommend.
Staffordshire Chain and Anchor Makers' Association.	*See* answer to No. 15.
Messrs. Wood Brothers - -	*See* answer to No. 15.
Lloyd's Cambrian Chain and Anchor Public Testing Company.	*See* answer to No. 14.
Sunderland Local Marine Board -	No opinion offered.
General Shipowners' Society -	Agreed to.
Mersey Dock and Harbour Board	The proportion between the proof and breaking strain, but practically it would cause great inconvenience, and it is questionable if the information thus obtained and promulgated would be of much value.

SUGGESTION No. 17.

That there be an obligation upon Anchor Makers to place their own Marks and Numbers upon Anchors and Chains.

Messrs. Pow & Fawcus - -	No answer.
Chain Cable and Anchor Works, Millwall.	Yes.
John Candlish, Esq., M.P. - -	Highly approved.
London Local Marine Board -	Seems a good suggestion.
Cork Local Marine Board - -	Approved.
Mr. John Trotman - - -	After words, "*that there be an obligation upon anchor,*" add "*and cable.*"
Dublin Local Marine Board -	Approved.
Glasgow Local Marine Board -	No.
Liverpool Shipowners' Association	Approved of.
Messrs. John Abbott & Co. - -	Yes.
Mr. R. B. Reed - - - -	Most decidedly, yes.
Mr. H. Milvain - - - -	Decidedly this should be very strictly enforced.
Mr. John Boyle - - - -	This should certainly be done.
Newcastle Local Marine Board -	Yes, and heavy penalty should be enacted for non-compliance of such obligation.

SUGGESTION No. 17—*continued.*

Bristol Chain and Anchor Testing Company.	They approve of this.
Messrs. Bell & Daniell - -	Approved of.
Liverpool Underwriters' Association	Recommend.
Staffordshire Chain and Anchor Makers' Association.	Anchor and chain makers should be compelled to do this.
Messrs. Wood Brothers - -	Yes.
Lloyd's Cambrian Chain and Anchor Public Testing Company.	Decidedly.
Sunderland Local Marine Board -	Yes.
General Shipowners' Society -	Agreed to.
Mersey Dock and Harbour Board	Concurred in.

SUGGESTION No. 18.

That the Act be allowed to run out, and that no legislation whatever is necessary on the subject of Testing or Manufacturing Chain Cables and Anchors.

Messrs. Pow & Fawcus - -	No answer.
Chain Cable and Anchor Works, Millwall.	Replied to as No. 1.
John Candlish, Esq., M.P. - -	Inconsistent with the approved suggestion.
London Local Marine Board -	That legislation to prevent the use of bad iron in making cables is necessary.
Cork Local Marine Board - -	No opinion.
Mr. John Trotman - - -	No answer.
Dublin Local Marine Board -	Totally and entirely disapproved.
Glasgow Local Marine Board -	Retain or re-enact Act.
Liverpool Shipowners' Association	Opposed to this.
Messrs. John Abbott & Co. - -	No.
Mr. R. B. Reed - - - -	No answer.
Mr. H. Milvain - - - -	Would not agree to this.
Mr. John Boyle - - - -	This should not be allowed. It would expose the proprietors of public testing machines, who have expended their money for the public good, to a very serious pecuniary loss.
Newcastle Local Marine Board -	Immediate legislation seems necessary.
Bristol Chain and Anchor Testing Company.	They are of opinion that the Act should be amended and continued.
Messrs. Bell & Daniell - -	We think as the time is short this would be advisable.
Liverpool Underwriters' Association	Object strongly.
Staffordshire Chain and Anchor Makers' Association.	We do not agree with this.
Messrs. Wood Brothers - -	No. That an Act is necessary.
Lloyd's Cambrian Chain and Anchor Public Testing Company.	The Act is necessary, and should certainly be renewed.
Sunderland Local Marine Board -	No.
General Shipowners' Society -	The Act should be continued, but would suggest an amendment of its provisions.
Mersey Dock and Harbour Board -	Concurred in, if the opinion given in Suggestion No. 2 be not adopted.

Suggestion No. 19.

That the Compulsory Test be continued, and that no Ship be allowed to proceed to Sea unless and until an Officer of Customs ascertains and certifies that she is provided with properly Tested and Certificated Cables and Anchors.

Messrs. Pow & Fawcus - -	No answer.
Chain Cable and Anchor Works, Millwall.	Yes.
John Candlish, Esq., M.P. - -	Inconsistent with the approved suggestion. This would be *onerous, expensive;* even *oppressive.*
London Local Marine Board -	That the compulsory test be continued, but that no powers of the kind suggested should be given to officers of Customs, but that certificates of testing should be shown to the superintendents of mercantile marine, in the same way as the certificates of masters and mates.
Cork Local Marine Board - -	No opinion.
Mr. John Trotman - - -	In case of misadventure. Would not Suggestion No. 13 have the effect of rendering the shipowner responsible for wilful negligence and *lâches,* who should send a ship to sea insufficiently found with good and properly tested certificated anchors and cables.
Dublin Local Marine Board -	Entirely approved.
Glasgow Local Marine Board -	No.
Liverpool Shipowners' Association	Vessels holding Lloyd's certificates, or the Liverpool Underwriters' certificate, should be exempt from this clause.
Messrs. John Abbott & Co. -	Yes.
Mr. R. B. Reed - - - -	A very wise and practicable proposal.
Mr. H. Milvain - - - -	That the compulsory test be continued as already suggested. This could not easily be done; Lloyd's Underwriters could have conditions as to anchors and cables which would answer the purpose better.
Mr. John Boyle - - - -	I approve of this, and would suggest the addition after the word "*anchors,*" of the words "by a public testing superintendent." It would also be desirable that no insurance should be effected on any ship unless she is provided with such certificated cables and anchors.
Newcastle Local Marine Board -	Yes. That the compulsory test be continued.
Bristol Chain and Anchor Testing Company.	They approve of this. The officer of Customs to certify by endorsement on the certificate of test that such cables and anchors have been tested at a public machine licensed by the Board of Trade.
Messrs. Bell & Daniell - -	We approve of this, and think the copies of certificates should be put in the ship's register.
Liverpool Underwriters' Association	Recommend as altered.
Staffordshire Chain and Anchor Makers' Association.	We were in favour of this, but Mr. Bright said it could not be done, and so we did not include it in our recommendation.
Messrs. Wood Brothers - -	Yes; and that a heavy penalty be inflicted on owners and captains of vessels, or any one purchasing cables or anchors, that have not been properly tested.
Lloyd's Cambrian Chain and Anchor Public Testing Company.	Yes; but Lloyd's committee already refuse to class a vessel unless provided with certified cables and anchors.
Sunderland Local Marine Board -	Unnecessary.
General Shipowners' Society -	The first part agreed to, but the latter part objected to.
Mersey Dock and Harbour Board -	Concurred in.

Note by Mr. *Henry Milvain* on the Breaking Strain.

Reduce the strain or test to the usual mercantile strain, simply to prove the workmanship, but let a few links, equal in each case to half a fathom, be taken from various parts of the cable, and let these various half fathoms be tested to the breaking strain. Take the average of these breaks, and let that average be taken as the breaking strain of the cable, which cable is to be stamped and certified accordingly, but let no cable be passed for use unless the breaking strain be at least 30 per cent. over the present Admiralty test (Abbott & Co. have made me cables to bear over 60 per cent. beyond the Admiralty test, and some links have broken at over 80 per cent. above Admiralty strain, but I paid a price accordingly).

To test cables as at present, is found to injure the fibre, unless the iron be very fine. Makers know the required strain, and make them to bear that strain, and no more, or little more; then, when they come to be used at sea, they break more frequently than before the Admiralty strain only was used.

The Committee at Lloyds' and Board of Trade should agree as to the per-centage that breaking strain ought to be over and above test strain, &c.

Note by the Newcastle Local Marine Board on Breaking Strain.

Reduce the strain in order to prove the workmanship, only without affecting the cable. Then take half a fathom out of as many lengths of the cables as may be deemed necessary; test these half fathoms to the breaking strain, the average breaking to be taken as the breaking strain of the cable, and let the stamped certificate be the breaking strain of the cable, but let no cable be passed as fit for use unless it bears from 35 to, say, 40 per cent. over the Admiralty test or strain. At present some makers make the cables to bear the present required test, and no more. That test strains the fibre of the iron, and when these cables are used at sea, more of them break than formerly, when the old mercantile test or strain only was used. Cables are manufactured by Messrs. Abbott & Co., Gateshead-on-Tyne, that bear over 30 per cent. above the Admiralty test.

— No. 7. —

(M. 4293.)

Bristol Chain and Anchor Testing Company to Board of Trade.

Sir, Marsh-street, Bristol, 13 May 1869.

I beg to acknowledge the receipt of your letter, M. 3633, dated 12th* instant, covering a paper containing suggestions for amending the "Chain Cables and Anchors Act, 1864," and I shall be obliged if you will supply me with a dozen copies, if so many can be spared, in order that they may be handed to such persons whose opinion it may be considered desirable to obtain.

* See *ante*, No. 6.

I beg leave to call your attention to the latter clause of Suggestion No. 6, which does not appear to me to be intelligible.

Also, to ask whether the Board of Trade contemplate legislating on the subject this Session.

I remain, &c.

The Assistant Secretary, (signed) *James Collins*, jun.,
Board of Trade, Marine Department. Secretary.

— No. 8. —

(M. 4384.)

Mr. *H. P. Parkes* to Board of Trade.

Tipton Green Chain and Anchor Works,

Dear Sir, Tipton, 14 May 1869.

I have carefully examined the suggestions for the amendment of the Chain Cable and Anchor Act, and see nothing to object to, except in Nos. 13 and 14. You see, according to the wording of No. 13, a man may purchase a proved chain from me, and send it to any machine he likes, incurring expense of carriage

carriage and testing, which has not been calculated in the price; the purchaser should test at his own expense, and merely hold the manufacturer liable for the expense of breakages and re-tests consequent upon such breakages, if any, otherwise they would all purchase our own tested cables, and then send them to a public machine, and re-test at our expense; this would never do. Then, as to No. 14, I think that a breaking strain should certainly be applied to a small portion of the cable, but I do not see that because a man chooses to purchase a *Best Best* cable he should be compelled to test the whole to one ounce beyond the Admiralty strain, as many people of authority maintain that testing does chains harm beyond a certain point. I say by all means ascertain the breaking point, but leave it to the purchaser to determine as to whether or no any extra test is applied to the whole cable. If I were making a chain for a crane of my own, I should put *Best Best iron* in it, and a man to make it that I could depend upon, and not test it at all.

Yours, &c.

T. Gray, Esq. (signed) *H. P. Parkes.*

— No. 9. —

(M. 4882.)

Leith Local Marine Board to Board of Trade.

Local Marine Board, Leith,
1 June 1869.

Sir,

I am directed by the Local Marine Board of this port to transmit to you the annexed extract from their Minutes of Meeting on 24th ultimo, in reference to suggestions for amending "The Chain Cables and Anchors Act, 1864."

For the information of the Board of Trade.

I am, &c.

The Assistant Secretary, (signed) *Thomas Thompson,*
Marine Department, Board of Trade, Secretary.
London.

Enclosure 1, in No. 9.

Extract.

At a Meeting of the Local Marine Board, held at Leith on the 24th May 1869:

Present:—Messrs. Thomas Lindsay, William Gavin, and Donald R. Macgregor.

Mr. Lindsay in the Chair;

The following business (*inter alia*) was brought before the meeting.

Letter from the Board of Trade, M. 3633, of 11th instant, with copy of a paper containing suggestions for amending "The Chain Cables and Anchors Act, 1864."

"The Board of Trade will be glad to receive the opinion of the Local Marine Board on these suggestions, or on any of them."

The Board agreed to report to the Board of Trade, that they had carefully considered the whole of the suggestions from No. 1 to No. 19, inclusive, contained in the paper enclosed in the Board of Trade's letter above referred to, for amending "The Chain Cables and Anchors Act, 1864."

The Local Board beg to draw the attention of the Board of Trade to the fact, that they have been informed by several experienced shipmasters belonging to the port of Leith, that in some cases the chain cables, which were duly tested and certified, have broken, under ordinary circumstances, which they think was caused by the excessive tensile strain to which the chain cables were subjected by the markers.

(signed) *Thomas Lindsay,* Chairman.

Extracted by
Thomas Thompson, Secretary.

— No. 10. —

(4884.)

North Shields Local Marine Board to Board of Trade.

Local Marine Board, Port of North Shields,
Sir, 2 June 1869.

* See *ante* No. 6.

The letter of the Board of Trade of the 11th May last,* with suggestions for amending "The Chain Cables and Anchor Act, 1864," was considered by this Board at their meeting yesterday, when they were of opinion that no alteration is required in the present regulations for testing chain cables and anchors.

I am, &c.
(signed) *Thos. C. Lietch,*
per *F. H. C.*

The Assistant Secretary,
Marine Department, Board of Trade,
Whitehall Gardens, London, S.W.

— No. 11. —

(M. 4934.)

John Candlish, Esq., M.P., to Board of Trade.

My dear Sir, 87, Sloane-street, S.W., 2 June 1869.

I send you this note from a constituent of mine (the testing officer in Sunderland) for the sake of the *one suggestion in it which, I underscore.*

I am, &c.
Thos. Gray, Esq. (signed) *John Candlish.*

Enclosure in No. 11.

Wear Chain and Anchor Testing Company, Limited,
Bishop Wearmouth Panns,
Hon. Sir, Sunderland, 31 May 1869.

I have gone through the suggestions on the Chain Cables and Anchors Act you kindly fowarded me in your last, and in reply I beg to say that I disagree with nearly all of them, and upon these grounds: some of them are impracticable, and others are one-sided, and altogether looked at from a manufacturer's point of view. I will just give you my opinion on them in as brief a manner as possible, as I will doubtless see you before anything is done in the matter.

1. That there should be a compulsory test upon all chains and anchors before they are used on board of any British vessel.

2. That one or more pieces of the cables should be tested to their breaking strain, and show a margin of at least 20 per cent. above the Admiralty proof.

3. That makers' machines be licensed to test export work alone.

4. That the tester should be appointed by the Board of Trade, and accepted by Lloyd's Committee, or *vice versâ.*

5. *That cables failing to sustain one proof should be certified for cables 20 per cent. under the strain at which they parted,* and by this last-named system I think the thing would be self-adjusting; for example, if a manufacturer agrees to supply an outfit of cables *tested,* and it is condemned for that size in testing, let it be certified for two sizes less; he would have to sell it at the weight of the latter size cables, which is about two tons less than its proper weight, and the vessel would be carrying two tons more cable than she would do if she had her proper cables; the maker would then put better iron in his cables. That is just the fault of all cables at present, viz., *bad iron,* excepting those made under special agreements; and I need not tell you of the difficulty he would experience in selling it, or getting a vessel to take two tons more outfit than she requires; on the other hand it would be dealing justly with the maker, for his goods would not be totally condemned, as they are at present under such circumstances.

I am, &c.
(signed) *John Hartness,*
per *W. D.*

The Hon. John Candlish, Esq., M.P., London.

— No. 12. —

(M. 5252.)

Dundee Local Marine Board to Board of Trade.

Local Marine Board, Dundee,
12 June 1869.

Sir,

I AM directed by this Local Marine Board to state to you, for the information of the Board of Trade, that they have had under consideration the subject of testing chain cables, and the suggestions thereon in the paper enclosed in your letter of the 11th May. M. 3633, No. 6.

The Local Board feel that the subject is attended with difficulty; at the same time they are of opinion, considering how much life and property at sea depends on cables being of the strength they are represented, that some test is actually necessary.

The Local Board would therefore make the following suggestions for the consideration of the Board of Trade:—

1. That the present compulsory test should be continued.

2. That the size of the cable should be regulated by the size of the vessel in which it is to be used.

3. That the same test should be used as to all cables, making no distinction as to the quality of the iron.

4. That makers should be compelled to stamp their marks on their chains, and be rendered liable to a penalty in the case of a chain being found under the strength it is represented to be.

I have, &c.

The Assistant Secretary,
Marine Department.

(signed) *George Jack*, Secretary.

— No. 13. —

(M. 5297.)

Messrs. *Mark Whitwell & Son*, forwarded to Board of Trade by the Bristol Chain and Anchor Testing Company.

Dear Sir,

Bristol, 31 May 1869.

IN answer to your inquiry as to our opinion of the suggestions for amendments in the Chain Cables and Anchors Act, we beg to say that we should very much regret the abolition of the compulsory test, but would, on the contrary, recommend the extension of the Act to mining ropes and to crane chains. We think that all testing should be done at a *public* machine, and that no chains should be sold until so tested.

We approve of suggestions 5 to 12; 13 unnecessary, if our suggestion, as above, be carried out.

We are, &c.

Mr. J. Collins, jun.

(signed) *Mark Whitwell & Son.*

— No. 14. —

(M. 5402.)

Mersey Dock and Harbour Board to Board of Trade.

Secretary's Office, Liverpool,
18 June 1869.

Sir,

I BEG reference to your circular letter of the 12th* ultimo (M. 3633), transmitting a printed copy of a paper containing suggestions for amending "The Chain Cables and Anchors Act, 1864," and to say that I am instructed by the Mersey Docks and Harbour Board to inform you that a communication on the subject has been addressed to Mr. S. R. Graves, M.P., who has the matter in hand.

* See *ante* No. 6.

I am, &c.
(signed) *John Harrison*, Secretary.

The Assistant Secretary,
Marine Department, Board of Trade,
Whitehall Gardens, London, S.W.

— No. 15. —

(M. 5523.)

S. R. Graves, Esq., M.P., to Board of Trade.

The Liverpool Office,
7, Parliament-street, Westminster, S.W.,
22 June 1869.

Dear Sir,

HAVING requested the Mersey Dock and Harbour Board to favour me with their views on the suggested amendments of the Chain Cables and Anchor Act of 1864, I beg leave to enclose you the reply of the Secretary.

Yours, &c.
(signed) *S. R. Graves.*

Thomas Gray, Esq.,
Secretary Board of Trade.

Enclosure in No. 15.

Secretary's Office, Liverpool, 17 June 1869.

Dear Sir,

IN reply to your communication of the 13th ultimo, enclosing a circular letter of the 12th ultimo, from the Board of Trade, accompanied by a paper containing suggestions for amending "The Chain Cables and Anchors Act, 1864," I beg to lay before you, for the information of the Board of Trade, some particulars as to the cost of the Birkenhead Chain and Anchor Testing Works; and also of the expense respectively of working the Liverpool and Birkenhead testing establishments, with the receipts.

The chain testing establishment at Liverpool was formerly under the care and management of the Corporation of Liverpool, but towards the close of the year 1859, an arrangement was come to, whereby the stock and plant of the establishment was transferred to the Dock Board at a valuation, while the premises, including the shed, offices, and inclosed yard, were still to remain the property of the corporation, but to be held from that body by the Dock Board on rent.

In February of the following year, the Board decided on erecting a chain testing establishment on the south side of the great float at Birkenhead, and on the 1st April 1863 the works were opened and business commenced.

Since that time very large additions have been made to the establishment, as originally designed, and it now comprises the following appliances and amount of accommodation, all in excellent working order, and which, from the peculiar facilities afforded by the site, are capable of doing a very large amount of business.

The area of the works is 9,600 square yards, which is divided into 5,338 yards of covered sheds and buildings, and 4,262 yards of open yards, or storage ground. There is a wharf frontage to the Great Float of 480 lineal feet, with a 12½-ton hydraulic crane on the quay for the convenient shipping or unshipping of articles in transit by water. A complete system of sidings and turntables intersect the yard and sheds, all laid in direct communication with the main lines on the dock estate, which, again, are in connection with the lines of

the

the London and North Western and Great Western Railway Companies, extending throughout the country.

The buildings comprise:—

1. A reception shed, 97 feet in length by 55 feet in width, for chain cables and anchors containing a 20-ton weighing machine and overhead travelling crane.

2. A testing house, 133 feet long by 55 feet wide, containing two machines for proving up to 300 and 200 tons respectively.

3. A room for examination and repair, 115 feet long by 55 feet wide, containing two examining benches, each 100 feet in length, and also three smiths' hearths, two of which have hydraulic cranes attached to them.

4. A blacking room, 46 feet long by 55 feet wide, with two blacking troughs and furnaces.

5. A depôt 25 feet by 50 feet, to contain the chains when blacked.

6. A store shed, 220 feet long by 50 feet wide, with water frontage and railway accommodation for delivery of chains and anchors, which, having passed through the establishment, are ready to be sent off.

7. An anchor testing house, 85 feet long by 33 feet wide, containing a 200-ton proving machine and overhead crane.

8. The room which contains the hydraulic apparatus, levers, and indicators required for applying the strains, and which also contains a machine specially adapted and intended solely for the proving of eyes, rings, bolts, samples of iron, and other materials.

9. The engine house and boiler house; the former containing two 18-horse duplicated high pressure steam engines, connected with two accumulators for working the proving machines, and one 15-horse horizontal high pressure steam engine, for driving the shafting and revolving capstans.

10. The office department and stores.

The two proving machines, of 200 and 300 tons power respectively, are worked under the usual license granted by the Board of Trade, but the anchor-proving machine, only lately completed, has not yet received that license.

The entire expenditure on the buildings, sheds, engines, machinery, cranes, rails, turntables, &c. &c., has been not less than 37,000 *l.* The working expenses of the Birkenhead establishment, for the year ending 24th June 1868, was 1,859 *l.* 19 *s.* 5 *d.*, while the total revenue was only 1,118 *l.* 8 *s.* 5 *d.* Again, the average annual expenses for the last three years was 2,174 *l.* 8 *s.* 2 *d.*, and the revenue 1,632 *l.* 2 *s.* 9 *d.*

Similarly for the Liverpool establishment, the rent and working expenses, for the year ending 24th June 1868, was 842 *l.* 7 *s.* 11 *d.*, and the revenue 1,155 *l.* 3 *s.* 7 *d.* The average annual expenses for the last three years was 1,093 *l.* 1 *s.* 6 *d.*, and the revenue 1,278 *l.* 13 *s.* 9 *d.*

With reference to the suggestions that have been put before the Board of Trade for amending "The Chain Cables and Anchors Act, 1864," the works committee, after careful consideration, have arrived at the following opinions, set forth in the form of replies to the appended copy of the "suggestions." *See* suggestions and answers.

I am, &c.

S. R. Graves, Esq., M.P. (signed) *John Harrison*, Secretary.
The Liverpool Office, 7, Parliament-street,
Westminster, London, S. W.

— No. 16. —

(M. 5991.)

S. R. Graves, Esq., M.P., to Board of Trade.

The Liverpool Office,
7, Parliament-street, Westminster, S.W.,
8 July 1869.

My dear Sir,

I SEND you a letter which I have received from the Underwriters' Association with reference to the proposed amendments in the Chains and Anchors Act.

Yours, &c.

Thomas Gray, Esq. (signed) *S. R. Graves.*

Enclosure in No. 16.

Underwriters' Rooms, Liverpool,
Dear Sir, 6 July 1869.

Referring to recent correspondence on suggestions made to the Board of Trade on the Chains and Anchors Act, I now send you the opinion of the Committee of the Underwriters' Registry for Iron Vessels, as expressed after looking through the printed suggestions.

"It is desirable that short lengths should be taken from all chain cables, and subjected to a breaking strain, which should not be less than 20 per cent. over the Admiralty proof.

"In other respects, the present Act is considered to work satisfactorily."

Yours, &c.
S. R. Graves, Esq., M.P. (signed) *W. W. Rundell*, Secretary.

— No. 17. —

(M. 4842.)

Messrs. *Bayliss, Jones, & Bayliss*, to Board of Trade.

84, Cannon-street, London, E.C.,
Sir, 31 May 1869.

We duly received your communication marked M. 3633,* covering a paper containing suggestions for amending "The Chain Cables and Anchors Act, 1864," which suggestions, Nos. 1 to 13, meet with our concurrence with the following exceptions, viz.:—

* See *ante* No. 6.

No. 6. We would suggest that the "License Fee" be distinct and separate from the cost of blank certificate forms; and that the former for private machines be reduced, it being manifestly unjust to enforce uniform fee for license, considering that *private* machines, almost, if not quite, without an exception, are used for the work produced in one manufactory, whereas *public* machines test for a district in which numerous manufactories are probably situated. And that the certificate forms be charged for at *per book*, containing say 1,000 forms.

No. 13. We would suggest that the buyer shall be at liberty to test any chain he purchases (as a tested chain) at any public machine, *but at his own expense*, unless otherwise specially agreed with the manufacturer.

We are, &c.
(signed) *Bayliss, Jones, & Bayliss.*

Thomas Gray, Esq.,
Marine Department, Board of Trade,
Whitehall Gardens, S.W.

— No. 18.

(M. 6341.)

General Shipowners' Society to Board of Trade.

General Shipowners' Society,
12, St. Michael's Alley, Cornhill, London,
Sir, 15 July 1869.

I am directed by the committee of the General Shipowner's Society to acknowledge the receipt of your letter of 12th May,† transmitting copy of suggestions for amendment of the Chain Cables and Anchors Act.

† See *ante* No. 6.

To those suggestions the committee have given their careful consideration, and in conveying to you the opinions they entertain regarding them, but which will more fully appear by the replies now enclosed, I am directed respectfully to state that the committee are still of opinion that it is essentially requisite for the preservation of life and property afloat; and as a source of security in time of danger, that a high standard of efficiency should be imperatively required in regard

regard to ships' ground tackle. And they are also of opinion that the testing of chain cables and anchors should still continue to be enforced by Act of Parliament, but that the mode of applying the test should be altered by the requirement of a high breaking strain, thereby necessitating all chains to be made of the best quality of iron. In the answer given to the suggestion No. 8, the committee of this society have indicated their opinion as to what the test of the future should be.

I am further instructed to inform you that it is the opinion of some members of this society that the present mode of testing has led to the breaking of a greater quantity of chains at sea than occurred previous to the existence of the compulsory test.

I have, &c.
(signed) *Wm. Bonar*,
Secretary.

Thomas Gray, Esq.,
Assistant Secretary, Marine Department,
Board of Trade.

— No. 19. —

(M. 6283.)

Salvage Association to Board of Trade.

Association for the Protection of Commercial Interests
as respects Wrecked and Damaged Property,
Royal Exchange, London, 16 July 1869.

Sir,

Referring to your letter of the 12th May last, I beg to send you herewith a memorandum on the subject of the compulsory testing of anchors and chains.

I am, &c.
(signed) *J. A. W. Harper*, Secretary.

The Assistant Secretary,
Marine Department, Board of Trade.

Enclosure in No. 19.

Memorandum on the Compulsory Testing of Anchors and Chains.

I. The only facts on which any judgment can be formed on the subject of a compulsory test for anchors and chains, are those which were ascertained by the Committee of 1860.

II. The following appear to be the main facts, bearing upon the question of compulsory testing, which were ascertained by that Committee.

(*a.*) A great number of chains and anchors (it is said much the greater number) now used in ships are, in quality of iron and quality of workmanship, so inferior that they are not to be depended upon in any circumstances of difficulty or danger.

(*b.*) There is every reason to believe that many vessels, and a great number of lives, are annually lost through this inferiority of anchors and chains.

(*c.*) Anchors or chains employed in Her Majesty's ships seldom break. There does not appear to be on record any serious casualty to any of Her Majesty's ships, caused by the breaking of anchor or chain.

(*d.*) This immunity from accident is secured by the Admiralty test, of 11½ tons to the square inch.

(*e.*) The maximum of additional outlay imposed on the owner of a 500-ton ship, by compelling him to use chains tested to Admiralty proof, instead of cheap inferior chains, is estimated at 40 *l.*, including cost of testing. This sum, therefore, is the extreme measure of any supposed hardship inflicted on shipowners by a compulsory test.

(*f.*) It is probable that, when a sufficient number of public testing machines come to be erected in the principal ports of the country, the cost of testing will be considerably diminished. And that, when under compulsory test, the manufacture is confined to the higher class of chains, it will not be long before the manufacturer will divide with the ship-

owner, the loss involved in the higher price; and that thus, the hardship inflicted on the shipowner or upon anybody, by compelling the shipowner to use chains tested up to Admiralty proof, will really be nothing in the point of expense.

(*g.*) The objection of either shipowner or manufacturer to a compulsory test seems thus to be reduced to this; that the interference of the Legislature with the supposed right of either to carry on his business as he thinks best, is wrong in principle, and distasteful to him. On this the Committee have to observe that the objection is quite a reasonable one, up to the point where public safety or the public convenience override the principle, and ought to purge the interference of everything like personal distastefulness.

(*h.*) Shipowners and manufacturers (with the exceptions which are to be expected) seem to desire a compulsory test.

(*i.*) If testing is to be confined to public machines, it appears that the number of public machines existing at present is not sufficient.

(*k.*) A considerable number of private machines have been erected. If they are to be used for the purposes of a compulsory test, which seems unavoidable, the machines and the working of them must be under inspection of officers appointed either by the Government or by local bodies. The majority of the witnesses before the Committee of 1860 preferred a Government Inspector.

III. The Committee consider that the foregoing is a correct abstract of the facts ascertained by the Committee of 1860. And that they disclose so strong a case in favour of compulsory testing, that (unless there is some insurmountable difficulty in the way) the compulsory test established by the Act of 1864 should be re-enacted, and its provisions made more complete and stringent. And especially that, if the power of testing is to be preserved to private machines, the working of them should be under official inspection.

IV. One or two objections, however, have been made to compulsory testing, which the Committee think it necessary to notice.

(*a.*) It has been said that, "A voluntary test, with responsibility, will lead to more than a compulsory test without responsibility. For compulsory surveys, tests, and certificates, always relieve owners and masters of responsibility."

At first sight it must be admitted that this proposition, with the reason of it, seems to touch the root of the matter.

There are, however, one or two important considerations which appear to have been lost sight of.

1. Historically, responsibility of makers of anchors and chains, or of owners of ships, is a sort of myth. Is there an instance on record of a manufacturer or owner being called to account for the breaking of an anchor or a chain?

2. Responsibility, in the sense intended in the above proposition, could never, practically, be fixed upon chain maker or shipowner.

The responsibility would be either criminal or civil:—

First. As to criminal responsibility. Suppose a bad case; an untested chain breaking; the vessel in consequence driven on shore, and all lives lost. Suppose the shipowner tried for manslaughter. He could not be convicted on the ground that the chain was untested, because that would be to make testing compulsory.

You could not show by testing that the chain was not strong enough for the vessel, because the shipowner could not ascertain that it was not strong enough himself, except by testing; and to make him criminally responsible for not ascertaining it, would be to make him criminally responsible for not testing, which again would be to impose a compulsory test.

And you could not hope to convict him by showing that the iron was of bad quality. There is no standard of good or bad, except test proof. You would be driven to take the evidence of experts. But evidence of experts (worthless on most subjects) would be utterly useless on the subject of the quality of iron.

It is scarcely possible to conceive a conviction ever taking place.

Suppose it however possible, who is to prosecute? Not the Government. That is quite plain. But, if not the Government, who?

Secondly. Civil responsibility. To whom? To owners of lost property, and to relatives of drowned persons. But the difficulties in the way of a plaintiff in a civil suit would be scarcely less than those of a prosecutor in an indictment.

The plaintiff could not allege that the chain was untested.

He could not prove an allegation that the chain was not strong enough, by evidence that on testing it it did not stand a certain proof; and he would be in the same difficulty as a prosecutor if he attempted to prove that the quality of the iron was bad. But he would be driven also to prove that nothing could account for the accident except the bad chain. This alone would break him down, 19 times out of 20.

No

No sane person would venture to bring an action against a shipowner for loss through a bad anchor or chain in the teeth of all such risks as these attaching to it.

And all these observations apply to any supposed responsibility of the chain maker. It may be said the chain maker ought to know bad iron. But by the proposals laid before the Committee he is to be allowed to sell bad iron. The only thing he is not to be allowed to do, is to pretend that his bad iron is good. And a jury would have to determine whether, in fact, the iron was good or bad, which is an absurdity.

Is it possible to fix responsibility on shipowner, or on chain or anchor maker, by any method which does not resolve itself into a compulsory test?

The Committee think not.

If that opinion is correct, a compulsory test will not have the effect of relieving makers of chains, &c., or shipowners of any responsibility, because their responsibility amounts to nothing.

But suppose it were, on the contrary, something real, it would yet be of no consequence whatever. For, if there is one fact more clearly established than any other by the evidence before the Committee of 1860, it is this; that a sufficient test, such as the Admiralty test, or one a trifle more stringent, would be an absolute, entire, perfect security against all risk of breaking of anchor or chain from imperfection in anchor or chain. So that if such tested anchor or chain should ever break, it would be quite right that the shipowner should not be responsible for its breaking. You never could make him responsible, under any circumstances, for such a breaking; you ought not if you could. And you, without doubt, and without fail, secure all that you could possibly secure by making the mythical responsibility of the shipowner, &c. substantive and real.

Of course all these observations are addressed to the present condition of things.

If the existing conditions should be altered, the argument may no longer be applicable. If the shipowner should be fixed with a new responsibility, or his supposed existing responsibility should be made real by definition, and operative through provision of "a speedy and efficient remedy in cases where life is lost," the argument would be altered considerably. Although it would not affect the argument, that a compulsory test is a perfect security against all breaking of anchor or chain, except such as may be inevitable.

It would be very desirable to frame at once the remedies referred to. A great deal may turn upon them. There is reason to fear it will be found a supreme difficulty to provide any that shall be efficient and speedy, except such as involve a compulsory test.

(*b.*) There is one objection, however, to a compulsory test, which is a very serious one, indeed. And that is, the practical difficulty of obtaining competent surveyors or superintendents, and of compelling them to do their duty. There is probably not much fear of collusion, if the inspectors are properly paid. But carelessness is the vice of official persons holding posts of that nature; and carelessness would neutralise the test, and destroy the security to arise from it.

Perhaps it might not be impossible to provide against this. The administration must be very vigorous and very public. The inspectors would have to be inspected, and the whole thing carefully organised.

(*c.*) There is one other objection which, at first sight, looks formidable, but which does not seem very serious on examination. It is said that the compulsory test involves this, that no vessel is to be allowed to go to sea with untested cables; and how are you to prevent this? The answer is, if you succeed in compelling the testing of all chain cables and anchors you need not trouble yourself about the shipowner. You could very properly make him responsible criminally and civilly, for knowingly using an untested chain; and you could cast on him the burden of proving that it was not with his knowledge that the chain was untested. This would probably have all the effect of official inspection at the ship's side.

And if the proof mark is made some large, prominent, and distinct one, an owner using an untested chain would be so at the mercy of his officers and crew, that the owner would not dare to carry one.

A crew would be the unpaid staff that would do the work of the administration.

(*d.*) But then, lastly, the shipowner and the administration are subject to this fraud upon them by the manufacturer, that his chains being tested in lengths of 15 fathoms, and marked only on the two extreme links, the manufacturer could cut the tested chain and substitute inferior links between the two extreme marked links. But this would be a dangerous operation for a manufacturer obliged to employ workmen to do.

But if this fraud is more practicable than seems to the Committee, it is a fraud. And the Committee cannot suppose that it is entirely impossible to provide some fairly efficient check upon it.

(signed) *J. A. W. Harper*, Secretary.

Salvage Association, 16 July 1869.

— No. 20. —

(M. 6367.)

Secretary of Lloyd's Register to Board of Trade.

Lloyd's Register of British and Foreign Shipping,
2, White Lion-court, Cornhill, E.C.,
19 July 1869.

Sir,

With reference to your letter dated the 12th of May, transmitting copies of some suggested amendments in the "Chain Cables and Anchors Bill," I am directed to acquaint you that the Committee of this Society gave the proposed suggestions their consideration, and they are decidedly of opinion that the compulsory test should not be abolished, but that the power of testing chains and anchors under the Act should be confined to public machines properly so called, and not extended to manufacturers, who are thus empowered to certify to the efficiency of their own products.

When it is decided that the Act should be continued, the committee, if invited to do so, will be prepared to offer their opinion on the subject of the test.

I am, &c.
(signed) *Geo. B. Seyfang*, Secretary.

Thomas Gray, Esq.,
Board of Trade, Whitehall Gardens.

CHAIN CABLES AND ANCHORS ACT.

COPIES of Suggestions made to the Board of Trade as to Amending the Chain Cables and Anchors Act; and, of Correspondence between the Board of Trade and several Persons on the Subject.

(*Mr. Lusk.*)

Ordered, by The House of Commons, *to be Printed,*
22 *July* 1869.

346.

Under 4 *oz.*

CHAIN CABLES AND ANCHORS ACT.

RETURN to an Order of the Honourable The House of Commons, dated 7 July 1869;—*for*,

COPY "of any CORRESPONDENCE in reference to the Working of the CHAIN CABLES AND ANCHORS ACT (1864), with the REPORTS of Mr. *R. Galloway*, Inspector of Proving Machines, as to the various Establishments Licensed under that Act (in continuation of Parliamentary Paper, No. 241, of Session 1867)."

Board of Trade,
29 July 1869.

T. H. FARRER.

(*Mr. Laird.*)

Ordered, by The House of Commons, *to be Printed*,
30 *July* 1869.

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79	M. 9275	14 Oct.	„	Solicitor to Customs to Board of Trade
80	M. 9639	26 „	„	Messrs. Wood, Brothers, to Board of Trade
81	M. 9639	31 „	„	Board of Trade to Messrs. Wood, Brothers
82	M.10866	5 Dec.	„	Mr. Galloway to Board of Trade
83	M. 110	4 Jan.	1869	Mr. Galloway to Board of Trade
84	M. 1146	2 Feb.	„	Mr. Galloway to Board of Trade
85	M. 1410	11 „	„	Mr. Galloway to Board of Trade
86	M. 1637	18 „	„	Mr. Galloway to Board of Trade
87	M. 1410	16 „	„	Board of Trade to Solicitor to Customs
88	M. 1410	19 „	„	Solicitor to Customs to Board of Trade
89	M. 1410	20 „	„	Board of Trade to Solicitor to Customs
90	M. 1725	20 „	„	Secretary of Lloyd's Register to Board of Trade
91	M. 1762	-	-	Mr. Bloomer
92	M. 1894	-	-	Mr. Solomon Cartwright—Memorandum
93	M. 1894	25 Mar.	1869	Solicitor to Customs to Board of Trade
94	H. 4528	22 Dec.	1868	Commissioners of Irish Lights to Board of Trade
95	H. 4528	28 „	„	Board of Trade to Commissioners of Irish Lights
96	H. 140	11 Jan.	1869	Commissioners of Irish Lights to Board of Trade
97	H. 140	-	-	Board of Trade to Mr. Galloway
98	H. 140	16 Jan.	1869	Mr. Galloway to Board of Trade
99	H. 140	21 Jan.	„	Board of Trade to Commissioners of Irish Lights
100	H. 347	27 „	„	Commissioners of Irish Lights to Board of Trade
101	H. 347	29 „	„	Board of Trade to Mr. Galloway
102	H. 347	2 Feb.	„	Mr. Galloway to Board of Trade
103	H. 347	9 „	„	Board of Trade to Commissioners of Irish Lights
104	H. 347	9 „	„	Board of Trade to Commissioners of Northern Lights
105	H. 723	18 „	„	Commissioners of Northern Lights to Board of Trade
106	H. 890	1 Mar.	„	Trinity House to Board of Trade
107	M. 2230	16 „	„	Board of Trade to Mr. Galloway
108	M. 2230	19 „	„	Mr. Galloway to Board of Trade
109	M. 3613	22 April	„	Mr. John Pepper to Board of Trade
110	M. 3613	29 „	„	Board of Trade to Mr. John Pepper
111	M. 3630	22 „	„	Salvage Association to Board of Trade
112	M. 3630	27 „	„	Board of Trade to Mr. Bloomer
113	M. 3888	29 „	„	Mr. Bloomer to Board of Trade
114	M. 3943	3 May	„	Mr. Galloway to Board of Trade
115	M. 4053	5 „	„	Mr. Galloway to Board of Trade
116	M. 4772	28 „	„	Mr. Galloway to Board of Trade
117	M. 4772	4 June	„	Board of Trade to Mr. Bloomer
118	M. 4863	31 May	„	Extract from "The Times"
119	- -	-	-	Circulars issued and Returns made by the Board of Trade in connection with the "Chain Cable and Anchors Act, 1864"
120	M. 5085	7 June	„	Staffordshire Public Testing Company to Board of Trade
121	M. 5493	21 „	„	Mr. Galloway to Board of Trade
122	M. 5493	26 „	„	Board of Trade to Staffordshire Public Testing Company
123	M. 5713	30 „	„	Mr. Galloway to Board of Trade
124	M. 5715	30 „	„	Mr. Galloway to Board of Trade
125	M. 5733	1 July	„	Telegram from Mr. Bloomer
126	M. 5958	7 „	„	Mr. Bloomer to Board of Trade
127	M. 5958	8 „	„	Board of Trade to Mr. Galloway
128	M. 5958	9 „	„	Mr. Galloway to Board of Trade
129	M. 5958	12 „	„	Board of Trade to Mr. Bloomer
130	M. 5958	12 „	„	Board of Trade to Secretary of Lloyd's Register

Copy of Correspondence in reference to the Working of the Chain Cables and Anchors Act (1864), with the Reports of Mr. *R. Galloway*, Inspector of Proving Machines, as to the various Establishments Licensed under that Act (in continuation of Parliamentary Paper, No. 241, of Session 1867).

— No. 1. —

(M. 2972.)

Mr. *Galloway* to Board of Trade.

London, 8 April 1867.

Sir,

I beg to forward an account of my proceedings from the 1st of January to the 31st of March 1867.

I have, &c.

(signed) *R. Galloway.*

The Assistant Secretary,
Marine Department, Board of Trade.

Enclosure in No. 1.

Extracts from Report of Proceedings.

3 January 1867	Proceeded to Saltney, to the works of Messrs. Wood Brothers, and to the public proving-house. Examined the knife-edges of the levers at Messrs. Woods, found them in good condition, gave directions to have the levers put together for further examination next morning. The levers at the public machines not having been taken down, gave directions to have them ready for my inspection next morning.
4 January „	Proceeded to Saltney; examined the two machines (at Messrs. Wood's) and adjusted the weights, and tested both machines. Examined the two machines at the public proving-house, found the knife-edge of the levers attached to the anchor machine were in good condition, but that the knife-edges of the cable machine were broken; as these repairs will take some three or four days, arranged to leave for Liverpool in the morning. "To Mr. Wakefield.—Sir, I beg to inform you, that in accordance with your request I have inspected the testing machines at the public proving-house, Saltney, and found the knife-edges of the cable machine require repairs; when these are completed I will attend and again examine them.—*R. G.*"
10 January „	"To Mr. Wakefield.—In reply to your note of the 5th instant, referring to the anchor testing machine at your proving-house, I beg to say that the regulations of the Board of Trade are, 'that where there are two or more machines on the same premises, all must be licensed, if one is;' therefore I cannot give you my certificate for the anchor machine until the cable machine is completed. I will attend directly you inform me that it is ready for my inspection.—*R. G.*" "To Tyzack, Whiteley, & Co.—In reply to your note of the 4th instant, I beg to say that if the dead-weighted levers are of full power, the electric apparatus need to connect to them only, but if they are of 25 per cent. of the full power of the machine, then the electric apparatus must connect the two sets of levers. If you provide the necessary apparatus the machine can be licensed to test anchors as well as cables. —*R. G.*" "Hawks, Crawshay, & Co.—I have to acknowledge receipt of your letter of the 9th instant, referring to the number and date of the certificates issued by you for cables and anchors, and beg to state in reply that you are quite correct in the alteration as set forth on the certificates you sent me; the *number* of the license remaining as at first given, but the figures representing the year change as the license is renewed.—*R. G.*"

15 January 1867	Proceeded to Saltney to the public proving-house. Examined and tested anchor machine, found rather more than 10 per cent. difference between the hydraulic and dead-weighted levers, caused by change of packing, *i. e.*, new leathers, &c. Examined and measured knife-edges of cable machine, they having been repaired; requested them to be put together for my further inspection next morning.
16 January „	Proceeded to Saltney; examined and tested cable machine at the public proving-house, found the two sets of levers agree; when the bell on the hydraulic lever is not in action, this bell requires exactly two tons pressure to strike it; "an electric bell to be fixed." Called on Mr. Wakefield and delivered my certificates for the two machines; spoke to him about the *bell.*
5 February „	Proceeded to North Shields to the works of Tyzack, Whiteley, & Co.; examined the testing machine there, found that the stroke of piston had not been altered as formerly pointed out, and that the dead-weighted levers required alteration; requested these alterations to be made. Called on Mr. Fawcus.
12 February „	Proceeded to Tipton, and examined the testing machine at the works of Mr. Parkes, requested the levers to be taken down, and as this would occupy considerable time, proceeded to Cradley to the works of Messrs. Wood, and gave directions for the testing machines there, to be prepared for my inspection the next morning; returned to Tipton, but found the levers at the works of Mr. Parkes were not ready.
13 February „	Proceeded to Tipton, to the works of Mr. Parkes; measured the levers, &c., weighed the weights, &c.; then proceeded to Cradley, to the works of Messrs. Wood; measured the levers, &c., and obtained all necessary dimensions to make the required calculations.
14 February „	Proceeded to Tipton, to the works of Mr. Parkes; upon examining the levers discovered a knife-edge and bed broken; requested Mr. Parkes to have them taken out and new ones fitted; then to Cradley, to Messrs. Woods, and tested the two machines there, one to 100 tons, the other to 50; requested that a new hydraulic lever should be fitted to the 100 tons machine, and the pumps adjusted.
20 February „	Proceeded to Tipton, to the works of Mr. Parkes; examined the levers, &c., and tried to prove the machine to 100 tons; the chain broke at 80, mended it and tried again, when the leather on the piston gave out. Proceeded to Cradley, to Messrs. Wood; tried both machines, found all right with the exception of the hydraulic, which I do not think will last more than two months; Mr. Wood promised to fit a new one within a month. Then to the public machine at Bloomfield; found all going on right.
21 February „	Proceeded to Golds Hill, to the works of Mr. Bloomer, to inspect the new pumps; found they were properly constructed, and worked well. Then to Tipton, to Mr. Parkes; proved the machine to 85 tons, the chain would not bear a higher strain, although some months ago it had stood 150 tons.
1 March „	Proceeeded to North Shields, to the works of Tyzack, Whiteley, & Co., to examine the testing machine since alterations to piston-rod and levers.
15 March „	Proceeded to Hawks, Crawshay, & Co.; examined the testing machine' found all defects made good, &c.
21 March „	Proceeded to North Shields; examined testing machine at the works of Tyzack, Whiteley, & Co.; found it complete and in good working condition. Called upon Mr. Fawcus.

8 April 1867. *R. Galloway.*

— No. 2. —

(M. 4156.)

Messrs. *Wood & Co.* to Board of Trade.

14, Fore-street, Limehouse, London, E.,
21 May 1867.

Sir,

We have been given to understand that untested anchors and chain cables from wrecked vessels are still sold, from time to time, both by private contract and public auction ; and as we are in some doubt as to whether such sales are lawful or not, we shall feel obliged by your informing us on the subject. The Act for regulating the proving and sale of chain cables and anchors, sect. 11, 27 & 28 Vict. c. 27, says it is not lawful to sell untested cables, &c. for the use of any vessels ; and the interpretation we put upon this is, that the sale of such anchors, &c. between dealers and others, and not directly for the use of vessels, does not come within the meaning of the Act. For instance, we consider that an untested anchor might go through 20 hands before being sold to a vessel, but only the person who had sold it to the vessel had evaded the law.

We have a copy in our possession of the Wreck, &c. Circular, No. 16, which you have issued to Receivers of Wreck, which we look upon rather as a precaution to them not to run any risk, lest they should unwittingly evade the law by selling untested anchors, &c., direct to captains or vessels, than as saying that such sales between them and dealers were unlawful.

We should be glad to have an authoritative solution of the above question, because as, on the one hand, we do not wish to break or evade the law, so, on the other hand, we do not wish our respect for it to debar us from a source of profit which we have hitherto enjoyed, and of which our neighbours and competitors still avail themselves with impunity.

We are, &c.

Thomas Gray, Esq.,
Assistant Secretary, Marine Department,
Board of Trade.

(signed) *Geo. Wood & Co.*,
Per *E. G. A.*

— No. 3. —

(M. 4156.)

Board of Trade to Messrs. *Wood & Co.*

Board of Trade, Whitehall,
24 May 1867.

Gentlemen,

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 21st instant,* and to inform you that it does not rest with this Board to put an authoritative construction on the provisions of an Act of Parliament. I am to add that, as you are aware, the officers of this Board have been directed to disfigure and to sell as old iron all unclaimed wrecked anchors, &c., that may come into their possession, and may not be able to stand the test required by the Act.

* See *ante*, No. 2.

I am, &c.

Messrs. Wood & Co.,
14, Fore-street, Limehouse, E.

(signed) *Thomas Gray.*

— No. 4. —

(M. 4186.)

Messrs. *Pattison & Wigg* to Board of Trade.

50, Lombard-street, London, E. C.,
22 May 1867.

My Lords and Gentlemen,

We are instructed, on behalf of Messrs. Benning, Clarke, & Co., to request the favour of being furnished with a copy of the Report of Mr. Galloway, one of the Inspectors to the Board, respecting the erection of a testing machine for the Glasgow Chain Testing Company. Messrs. Benning, Clarke, & Co. contracted to

make and erect this machine for the company, and have performed their contract; but payment was only to be made after the machine had been approved by the Inspector of the Board. Mr. Galloway has, as we are instructed, inspected and reported on the machine, but our clients are unable to obtain information as to whether he has approved thereof or not, and payment has not been made.

We are, &c.
(signed) *Pattison & Wigg.*

To the Committee of the
Privy Council for Trade, Whitehall.

—No. 5.—

(M. 4186.)

Board of Trade to Messrs. *Pattison & Wigg.*

Gentlemen, Board of Trade, Whitehall, 30 May 1867.

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 22nd instant,* requesting to be furnished with a copy of the report of Mr. Galloway, respecting the testing machine erected by Messrs. Benning & Clarke for the Glasgow Chain Testing Company.

* See *ante*, No. 4.

In reply, I am to transmit to you a copy of the certificate given by Mr. Galloway after an inspection of the machine in April 1866; also a copy of the certificate given by him after again inspecting the machine in April 1867. Upon the receipt of each of these certificates, the usual license was granted by this Board, and that granted in April last will remain in force until the 19th April 1868.

I am, &c.
(signed) *Thomas Gray.*

Messrs. Pattison & Wigg,
50, Lombard-street, E.C.

— No. 6. —

(M. 4480.)

Messrs. *Hingley & Sons* to Mr. *Galloway.*

Netherton Iron Works, near Dudley,
24 May 1867.

Dear Sir,

Messrs. Tangye Brothers now promise to complete the levers for our small chain testing machine by Monday next, therefore we expect, in about 14 days, to have it ready for inspection; we are much vexed at the long delay on the part of the engineers, but we have not used the machine for the purpose of testing chain cables, but for rigging chains and preparing others for Lloyd's public proofs.

We are, &c.
(signed) *N. Hingley & Sons*

R. Galloway, Esq.,
Gresham Club.

— No. 7. —

(M. 4492.)

Messrs. *Hingley & Sons* to Board of Trade.

Netherton Iron Works, near Dudley,
4 June 1867.

Sir,

We have received your communication (M. 4270) of 3rd instant, and in reference to that part of it where you state that the testing machine, No. 18, "presented the appearance of not having been used for some time," we beg leave to say that it has not been used much of late, in consequence of the extreme depression of trade; that is the reason why it appeared in bad condition, but it merely required to be cleaned before being used.

We

We also think it desirable to assure you that no certificate has been issued without the chain cable or anchor represented by it being first accurately proved in the licensed machine. The small machine in another part of the premises was erected for the purpose of proving rigging chains, and preparing chains for Lloyd's proof; but as Mr. Galloway objected to it remaining unlicensed, we gave an order for levers, &c. to be fitted to it; the engineers have disappointed us by only just completing the work which they promised should be done in February last. We advised Mr. Galloway on the 24th ultimo, that the machine would shortly be ready for his inspection.

When Mr. Galloway granted the certificate for the machine No. 18, to a limit of 50 tons, he arranged with us that the dead-weight lever should be altered to 100 tons, and the license then be exchanged (without further charge) for one to the increased power; that alteration has now been completed; we will also proceed to alter the cover. Both machines will be in perfect readiness for Mr. Galloway's inspection by the 20th instant; in the meantime we will, of course, suspend all testing operations.

We are, &c.
(signed) *N. Hingley & Sons.*

Thomas Gray, Esq.,
Assistant Secretary, Marine Department,
Board of Trade.

— No. 8. —

(M. 4492.)

Board of Trade to Messrs. *Hingley & Sons.*

Board of Trade, Whitehall,
5 June 1867.

Gentlemen,

In reference to your letter of yesterday's date, relative to the testing machine, No. 18, at your works at Netherton, I am directed by the Board of Trade to refer you to their letter of the 3rd instant, informing you that, for the reasons stated therein, they had revoked the license granted for that machine, and requesting that it might be forwarded to this department by return of post. The license in question did not accompany your letter, and I am to request that it may be transmitted to this department immediately. See *ante*, No. 7.

I am, &c.
(signed) *Thomas Gray.*

Messrs. Hingley & Sons,
Netherton Iron Works, near Dudley.

— No. 9. —

(M. 4492.)

Board of Trade Minute to Mr. *Galloway.*

Mr. Galloway,
For his observations.
5 June 1867. (signed) *T. Gray.*

— No. 10. —

(M. 4492.)

Mr. *Galloway* to Board of Trade.

On the 12th of December 1866, I objected to the small testing machine at the works of the Messrs. Hingley. This machine was then taken apart, and Mr. Hingley promised it should not be worked until it was properly fitted; that he would at once order levers, &c., and that it should be ready about February 1867.

I again visited the Netherton Iron Works on the 21st of May, and reported my visit on the 24th. On the 25th, I received a letter from Mr. Hingley which contained the same explanation as given in his letter to the Board of Trade, dated the 4th instant.

With regard to the alteration of the weights of the licensed machine from 50 tons to 100, I objected to give a certificate for more than 50 tons, because the

weights of levers would not give a higher power. It was then proposed by Mr. Hingley to have a new set of weights equal to 100 tons; I promised, when that was done, to again examine the machine, test it to 100 tons, and, if all worked well, give a certificate for that power.

At the same time I mentioned that I believed the Board of Trade would exchange the license without further charge; this conversation took place in December 1866, and I imagined it was their intention to alter the weights at once, but they were not altered on the 21st ultimo.

This machine was not only dirty on the 21st ultimo, but defective, one large piece of the cover having been removed; therefore it is not an alteration that is required, as stated by Mr. Hingley, but that the cover and machine should be placed in the same condition as it was when passed by me on the 12th of December 1866.

(signed) *R. Galloway.*

10 June 1867.

— No. 11. —

(M. 4538.)

Secretary of Lloyd's Register to Board of Trade.

Lloyd's Register of British and Foreign Shipping,
2, White Lion-court, Cornhill, E.C.,
6 June 1867.

Sir,

I DULY received your letter of the 3rd instant, enclosing copy of one of the same date which you had addressed to Messrs. N. Hingley & Sons, Netherton Iron Works, near Dudley, in reference to the withdrawal of the Board of Trade license for the chain and anchor testing machine (No. 18).

And, having laid the same before the committee of this society, I am directed to express their thanks for the courteous attention you have shown in making them acquainted with the proceedings of the Board of Trade on the occasion.

Feeling, as they always have, that the Act of Parliament is in error in permitting the manufacturers of chains and anchors to prove and certify for articles made by themselves, they cannot allow the present opportunity to pass without pressing on the authorities at the Board of Trade the desirability of the Act being amended in this respect.

I am, &c.
(signed) *Geo. B. Seyfang,*
Secretary.

Thomas Gray, Esq.,
&c. &c.
Board of Trade, Whitehall.

— No. 12. —

(M. 5034.)

Bristol Chain and Anchor Testing Company to Board of Trade.

Proving House, Bristol, 28 June 1867.

Sir,

AN anchor has been received to-day from "the Receiver of Wreck," Hayle. The test has been borne; but, nevertheless, it cannot be considered an anchor fit for use; with the shackle-pin not half its original size, the shackle fixed on the pin and immoveable, the hole in the shank large enough for the shoulder of the stock to pass through, the stock bent and no forelock; should the anchor be delivered in this state simply because it has borne a given strain, or has the superintendent of a public proving-house power to order that to be done which is manifestly necessary to make it serviceable? An old cable chain either $\frac{7}{8}$ths or $\frac{15}{16}$ths originally, has been tested to the present minimum sized link, viz., $\frac{5}{8}$ths, and has borne the strain; is it entitled to a certificate as such?

I am, &c.
(signed) *Thomas Brooks,*
Superintendent.

To the Assistant Secretary,
Board of Trade,
Marine Department.

— No. 13. —

(M. 5034.)

Board of Trade to Bristol Chain and Anchor Testing Company.

Sir, Board of Trade, Whitehall, 4 July 1867.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 28th ultimo,* requesting to be informed whether a certificate should be granted to an old anchor received from the Receiver of Wreck at Hayle, which has passed the test but is in your opinion unfit for use, and whether you have power to order it to be repaired.

* See *ante*, No. 12.

In reply, I am to inform you that if an anchor or cable stand the test required by the Act, the person sending it to be proved is, on payment of the fees, entitled to a certificate to that effect, without reference to any other consideration whatever.

I am, &c.
(signed) *Thomas Gray.*

Thomas Brooks, Esq.,
Bristol Chain and Anchor Testing Company.

— No. 14. —

(M. 5084.)

Mr. *Galloway* to Board of Trade.

Sir, 1 July 1869.

I BEG to forward an account of my proceedings, as Inspector under the Chain Cable and Anchor Act, for the quarter ending 30th June 1867.

I have, &c.
(signed) *R. Galloway.*

The Assistant Secretary,
Marine Department, Board of Trade.

Enclosure in No. 14.

EXTRACTS from REPORT of PROCEEDINGS.

4 April 1867 -	Proceeded to Tipton to prove the testing machine at Mr. Parke's works. Tried with a 2⅛ chain (the Admiralty proof of which is 81 tons), the chain broke twice at 91 tons; requested that a chain should be obtained that would stand 100 tons.
16 April „ -	Glasgow.—Proceeded to the testing machine, had the levers taken down, examined knife-edges, &c., and replaced ready to prove next morning.
17 April , -	Proceeded to the testing machine, proved it, as follows: 50, 72, 81½, 91. 2. 2, 100, 125 and 150 tons each three times, all appeared to work well.
18 April „ -	Delivered my certificate to Mr. Muirhead. "Mr. Muirhead.—I forward my certificate for the testing machine; will you please fill it in, and forward it and a cheque for 50 *l.* to the Board of Trade, will you please to have the indicator graduated and engraved, and let me know when it is done.—*R.G.*"
23 April „ -	Arrived at Jersey at 1.30 p.m., called upon Mr. Neil, and arranged to inspect the testing machine next morning.
24 April „ -	Jersey.—Proceeded to the testing machine, examined machine, levers, &c., had them put together ready for proving, but found that the weights were not correct; arranged to try them in another set of scales next morning.

25 April 1867 -	Jersey.—Had the weights taken to a copper store, found they were each ¼ to 1 lb. heavy, requested that they should be set right; a cover to be fitted to the machine, a bell and release valve to be fitted and proper arrangements to be made to test anchors.
30 April „ -	East India Avenue. "Mr. Muirhead,—Will you kindly inform me the extent of the fracture in the stone foundation of the testing machine, and what you propose doing with it? "I have been in Jersey, or would have replied to your telegram before this.—*R. G.*" "Mr. Clarke.—The machine at Glasgow worked very well to 150 tons, but it appears the stone foundation has given way. Two slight reports were heard whilst we were testing the machine, which I attributed to the setting up of the levers.—*R. G.*"
21 May „ -	Birmingham.—Proceeded to Netherton to examine the public testing machine; adjusted the levers; called at the works of Messrs. Hingley & Sons; found the testing machine there in bad condition, also one at work not licensed.—*See* Report.
28 May „ -	Proceeded to Newcastle, then to Gateshead, to Messrs. Abbot & Co. Examined the anchor testing machine; found that the levers were wrong in length; to be altered by the morning.
29 May „ -	At Gateshead; examined levers, found lengths correct; proved the machine, and passed it to test to 25 tons by the dead-weighted levers; the hydraulic lever on the cylinder not correct, therefore not to be used.
6 June „ -	East India Avenue; then to Mr. Lennox, Millwall; requested the levers to be taken out for examination; promised to be done, and inform me when they were ready.
13 June „ -	East India Avenue. "Mr. Clarke,—I return the letter you forwarded to me respecting the testing machine at Glasgow. I can only say that I believed the machine bore the 150 tons without injury, or I should not have given my certificate. "The noises alluded to I heard, but I attributed them to the setting up of the levers. I very carefully examined the levers, after testing to 150 tons, without discovering any defect.—*R. G.* "*P. S.*—The license to 150 tons is still in force."
20 June „ -	East India Avenue.—Lenox & Co., Millwall; a few alterations required to new lever.
22 June „ -	East India Avenue.—Examined a mate in steam. Delivered my certificate to Mr. Lenox. Board of Trade, to see Mr. Gray before leaving for Liverpool.
24 June „ -	"Mr. Muirhead,—I beg to acknowledge the receipt of your note of the 22nd instant, referring to the testing machine at Glasgow, and also a copy of a note addressed to you by Mr. Allandice, on the same subject. I replied to a letter I received from Mr. Clarke, in the terms stated in Mr. Allandice's communication to you. I certainly should not have given my certificate had I been in doubt as to the cause of the noises. I carefully examined the machine after proving it, and whilst 130 tons were on it, without discovering anything wrong with the foundation; and so did Mr. Kennedy, Mr. Randolph, and the Superintendent.—*R. G.*"

1 July 1867. *R. Galloway*

— No. 15. —

(M. 5285.)

Mr. *Galloway* to Board of Trade.

Local Marine Board, 5, East India Avenue,
London, E.C., 8 July 1867.

Sir,

I BEG to report, that during my recent visit to Sunderland, to examine the testing machine on the south shore of the Wear, for renewal of license, I ascertained that Lloyd's Committee have issued instructions that close-link chain, above one inch, must be tested to the Admiralty proof of stud chain of that size, and that close-link chain, of an inch and under, must be tested to ⅗rds the Admiralty proof of stud chain. Thus, inch close-link chain is proved with a pull of 12 tons, and a $1\frac{1}{16}$ close-link chain with a pull of $20\frac{3}{10}$ tons. This high proof with soft iron is likely to cause the chain to become rigid and unworkable.

To

To carry out this rule, the Testing Company on the north shore of the Wear have adopted the plan of issuing two forms of certificates. When a close-link chain is required to pass Lloyd's, say, it is $1\frac{1}{4}$, it must be tested to $28\frac{1}{10}$ tons, and the certificate is headed "Board of Trade and Lloyd's," and signed by the superintendent approved by Lloyd's; but if a $1\frac{1}{4}$ close-link chain is required for a ship not classed at Lloyd's, it is tested to $18\frac{3}{4}$ tons, the certificate headed "Board of Trade" only, and signed by one of the workmen.

In the first place they are proving close-link chain beyond the proof set forth in the Act of Parliament; in the next, the difference of proof between an inch and a $1\frac{1}{16}$ chain (12 tons and $20\frac{3}{10}$) appears very great, and I believe the high proof tends to injure the chain. I think if Lloyd's withdraw their approved superintendents from testing chains under the Act, the Board of Trade ought to appoint or approve superintendents to test chains and anchors, and sign certificates.

This rule of Lloyd's has caused the owners of the proving-house on the north shore of the Wear to make a difference in their charges (when testing for Lloyd's and when testing for the Board of Trade certificates) of 50 per cent. in favour of the latter; why this should be, I cannot well understand, seeing that if the Act is properly carried out, there must be precisely the same labour in one case as in the other.

This subject was brought under my notice by the owners of the testing machine on the south shore of the Wear, as they wished to know if the Board of Trade approved the arrangement, to enable them to reply to the enclosed letter.

I have, &c.
(signed) *R. Galloway,*
Inspector.

The Assistant Secretary,
Marine Department,
Board of Trade.

Enclosure in No. 15.

Seaham Iron Works, Seaham, and Sunderland Foundry,
Sunderland, 5 July 1867.

Dear Sirs,

Please say if you are issuing Board of Trade certificates at the reduced charge, the same as the Sunderland Testing Company are doing, and oblige

Yours, &c.
(signed) *R. Wight & Son.*
per *W. Jack.*

The Wear Testing Company (Limited),
Sunderland.

— No. 16. —

(M. 5285.)

Board of Trade to the Secretary, Lloyd's.

Board of Trade, Whitehall,
20 July 1867.

Sir,

I am directed by the Board of Trade to transmit to you, to be laid before the committee for managing the affairs of Lloyd's, the accompanying copy of a letter which has been received from their inspector, Mr. R. Galloway, with reference to the testing of close-link chain.

See *ante*, No. 15.

I am, &c.
(signed) *Thomas Gray.*

The Secretary, Lloyd's.

— No. 17. —

(M. 3578.)

Messrs. *Hingley & Sons* to Board of Trade.

Netherton Iron Works, near Dudley,
13 July 1867.

Sir,

* See *ante*, No. 7.

REFERRING to our communication of the 4th ultimo,* we now beg leave to inform you that Messrs. Tangye Bros., Engineers of Birmingham, have completed and fixed the dead-weight levers to our small testing machine, and have also altered the levers for the other machine (No. 18), from 50 to 100 tons; the levers have also been fixed, and both machines are in good working order. We therefore respectfully ask that the inspector may examine them as soon as convenient, with a view to licenses being granted to us.

We take this opportunity of assuring you that we will in future give strict attention to the state of the machines, and will personally see that they are kept in perfect order.

We are, &c.
(signed) *N. Hingley & Sons.*

Thomas Gray, Esq.,
Assistant Secretary, Marine Department,
Board of Trade, Whitehall, S. W.

N. B.—Examined by Mr. Galloway, and certificate delivered.

15 August 1867. (signed) *R. Galloway.*

— No. 18. —

(M. 5545.)

Mr. *Galloway* to Board of Trade.

Sir,

19 July 1867.

I BEG to report that, when in Sunderland on the 3rd instant, I was informed that the chain cable and anchor manufacturers at that port do not consider that the Act of Parliament applies to any anchor or cable they may sell to a foreign vessel; and that it is the practice of selling anchors and cables to foreign vessels, and to send anchors and cables abroad, without first obtaining a certificate of proof as required by Act of Parliament.

I was also informed that it is the practice of dealers in anchors and cables to obtain from the manufacturer a regular certificate of proof, and when the dealer supplies a customer he does not give with the chain or anchor the proper certificate, but issues one in his own name showing that he, the dealer, is the manufacturer, and at the same time omitting all the material points in the regular certificate. I hold one of these private certificates which proves the statement made to me to be correct.

I am, &c.
(signed) *R. Galloway.*

The Assistant Secretary,
Marine Department, Board of Trade.

Enclosure in No. 18.

Tested at a machine licensed by the Board of Trade and Lloyd's.

No. B. ♔ T.

Sunderland, 186 .

This is to certify that a 1¾ inch best Studd chain cable, 15 fathoms in length, was proved for the " ," to the strain of tons, being the Admiralty test.

	Tons.	*Cwts.*	*Qrs.*	*Lbs.*
Weight - - - - - -				
Length of link - - - - -				
Breadth - - - - -				

Tested by

— No. 19. —

(M. 5545.)

Board of Trade to Mr. *Galloway*.

Board of Trade, Whitehall,
10 August 1867.

The 11th section of the Chain Cables and Anchors Act, 27 & 28 Vict. c. 27, which requires that anchors exceeding 168 lbs. in weight, and chain cables shall be tested and stamped before they are sold for the use of any vessel, makes no exception in favour of anchors and cables sold to foreigners. This should be pointed out to the parties, and any infraction of the provision reported to the Board of Trade.

As regards the certificate of proof, the Act does not provide that it shall invariably accompany the article to which it has reference. The stamp upon the article must therefore be relied upon as the proof of test. *See* s. 7.

I am, &c.

R. Galloway, Esq. (signed) *Robert G. W. Herbert.*

— No. 20. —

Mr. *Galloway* to Board of Trade.

I will, on my visits to the various districts, again point out to cable manufacturers that the "Act makes no exception in favour of anchors and cables sold to foreigners." I have already done so, but without effect, as I believe the manufacturers require an opinion on the subject from higher authority than myself before they will mend their ways.

(signed) *R. Galloway.*

13 August 1867.

N.B.—Upon this correspondence the following General Notice was issued :—

NOTICE.

To Makers of, and Dealers in, Chain Cables and Anchors.

Cables and Anchors for Foreign Vessels.

The Board of Trade have been informed that amongst certain makers of, and dealers in, chain cables and anchors, the practice prevails of *supplying these articles to foreign vessels, and of sending them abroad without first obtaining certificates of proof under "the Chain Cables and Anchors Act,* 1864" (27 & 28 Vict. cap. 27).

The Board have, therefore, thought it expedient to direct attention to the provision of section 11 of the Act, and to remind chain cable and anchor makers and dealers that this enactment makes *no exception in the case of chain cables and anchors sold for the use of foreign vessels.*

(27 & 28 Vict. cap. 27, section 11.)

"From and after the 1st day of July One thousand eight hundred and sixty-five, it shall not be lawful for any maker of or dealer in chain cables or anchors to sell, or contract to sell, for the use of any vessel any chain cable whatever, or any anchor, exceeding in weight One hundred and sixty-eight pounds, unless such chain cable or anchor shall have been previously tested and duly stamped, in accordance with the provisions of this Act; and if any person acts in contravention of this provision, he shall for every such offence, upon a summary conviction for the same before a justice of the peace, or, in Scotland, before any sheriff, justice, or magistrate, be liable to a penalty not exceeding Fifty pounds."

Board of Trade, Marine Department,
13 September 1867.

Thomas Gray,
Assistant Secretary.

— No. 21. —

(M. 5940.)

Mr. *Galloway* to Board of Trade.

Sir, 7 August 1867.

I BEG to report that when in South Wales last week, I was informed that the Town Council of Cardiff have obtained the permission of the Board of Trade to recover all anchors and chain cables which may be lost in the channels and entrances to the harbour, and that these chain cables and anchors are recovered by contract, and delivered to the master pilot, and that some of these chain cables and anchors are disposed of without first being tested (as required by the Board of Trade regulations), and sold under the plea that they are old iron.

I beg to suggest that all chains and anchors recovered, as in this case, should immediately be sent to the proving-house and tested. If they stand the test, they can remain at the proving-house any required time; if they do not stand the test, the chains should be broken into small pieces, and sold as old iron to an iron manufacturer who is not a chainmaker.

I have, &c.
(signed) *R. Galloway.*

The Assistant Secretary, Marine Department,
Board of Trade.

— No. 22. —

(M. 5940.)

Board of Trade to Receiver of Wreck, Cardiff.

BE good enough to report accordingly.

The Receiver of Wreck, Cardiff.

(signed) *Robert G. W. Herbert.*

— No. 23. —

Receiver of Wreck, Cardiff, to Board of Trade.

Cardiff, 15 August 1867.

SINCE the receipt of your circular of March last, No. 16, I have not had the disposal of any chains or anchors (wreck). I have at present in my custody as Receiver, waiting claimants, four anchors and three chains. As soon as the 12 months expire I shall send them to the proving establishment here, to be dealt with in conformity with the instructions contained in your circular above named.

In regard to the anchors and chains raised by the Corporation, I do not know what course they are pursuing. I have given notice that I am to be rendered a monthly account of those they raise, as per Board of Trade Minutes annexed to these papers.

In my opinion it would have been better, I submit, if the Board of Trade had made it a condition that the anchors raised by the Corporation should be reported and dealt with, the Corporation receiving the total proceeds, minus the rent of a warehouse and a per-centage commission as Receivers' fees; but a question now arises whether, if the anchors should not bear the test and have to be sold as old iron, they would realise the cost of raising. Then, on the other hand, those that stand the test would realise a full value, and I should say, on the whole, the expenses would be realised, one with the other.

(signed) *F. Miller,*
Receiver.

The Secretary, Marine Department,
Board of Trade.

— No. 24. —

(M. 5940.)

Board of Trade to Town Clerk, Cardiff.

Board of Trade, Whitehall,
13 September 1867.

Sir,

With reference to my letter of the 12th July last, renewing, under certain conditions, the authority given by the Board of Trade in 1860 to the Cardiff Town Council to clear the roadstead at that place from abandoned anchors and cables, I am now directed by the Board of Trade to inform you that it has been reported to them that some of the anchors and cables so recovered have been sold without being previously tested at a proving establishment.

As this proceeding may be in opposition to the spirit of "The Chain Cables and Anchors Act, 1864," and to the regulations of the Board of Trade as regards wreck and salvage, I am to request that you will be good enough to move the Town Council of Cardiff to favour this Board with any observations which they may wish to offer on the matter.

A copy of the Board of Trade circular to Receivers upon this subject is herewith enclosed.

I am, &c.

The Town Clerk, Cardiff. (signed) *Thomas Gray.*

— No. 25. —

(M. 5970.)

Secretary of Lloyd's Register to Board of Trade.

Lloyd's Register of British and Foreign Shipping,
2, White Lion Court, Cornhill, E.C.,
8 August 1867.

Sir,

I duly received your letter of the 20th ultimo,* with copy of one from Mr. R. Galloway, relative to the mode of testing close-link chains adopted at the Sunderland public proving machine, and beg to acquaint you that your communication is receiving the Committee's attention.

* See *ante*, No. 16.

I am, &c.
(signed) *Geo. B. Seyfang,*
Secretary.

Robert G. W. Herbert, Esq.
Assistant Secretary, Marine Department,
Board of Trade.

— No. 26. —

(M. 6220.)

Staffordshire Chain and Anchor Manufacturers to Board of Trade.

Tipton Green Chain and Anchor Works,
Tipton, 19 August 1867.

Dear Sirs,

I am about contracting for a quantity of chain with a French Company for the Suez Canal. I shall have to erect a testing machine on purpose to prove this chain for them, or rather for their engineers to use themselves. Although it will be my property, it will be in an entirely different works to my present licensed machine, and will only be used for this and future contracts of the same description, and not for testing chain cables or anchors. I merely give you this notice, so that if you think it necessary you may send your Mr. Galloway down to satisfy himself that it has no connection whatever with my licensed machine, No. 19, and will not be on the same premises.

Yours, &c.

The Board of Trade. (signed) *Henry P. Parkes.*

— No. 27. —

(M. 6220.)

Board of Trade (Minute) to Mr. *Galloway*.

Robert Galloway, Esq., for his observations.

21 August 1867. (signed) *Robert G. W. Herbert.*

— No. 28. —

Mr. *Galloway* to Board of Trade.

Mr. Parkes applied to me for permission to use the testing machine he describes; I referred him to the Board, as I did not consider I had the power to grant his request.

I have seen the position where it is proposed to work the testing machine, and consider that the arrangement suggested by Mr. Parkes does not come under our regulation "Clause 7."

Mr. Parkes promises not to test anchors and chain cables at this machine; this is the point for consideration, because anchors and chain cables are made at these works, and unless Mr. Parkes makes proper regulations, anchors and cables might be tested at this machine during his absence.

(signed) *R. Galloway.*

Birmingham, 23 August 1867.

— No. 29. —

(M. 6220.)

Board of Trade to Mr. *Parkes*.

Board of Trade, Whitehall,
2 September 1867.

Sir,

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 19th ultimo,* giving notice that you are about to erect a testing machine to test chain for the Suez Canal.

* See *ante*, No. 26.

As you state that this machine will not be used for testing chain cables or anchors, the Board of Trade do not think it necessary to employ Mr. Galloway to examine it.

You will of course make the arrangements necessary to prevent this machine being used under any circumstances for the testing of anchors and chain cables.

I am, &c.
(signed) *Thomas Gray.*

H. P. Parkes, Esq.,
Tipton Green Chain Cable and Anchor Works, Tipton.

— No. 30. —

(M. 6532.)

Mr. *Galloway* to Board of Trade.

Sir, 5 September 1867.

I beg to forward copies of some correspondence between Mr. Seyfang, Secretary to Lloyd's Register of British and Foreign Shipping, and myself, and referring to my report respecting the testing of unstudded close-link chain.

I have, &c.
(signed) *R. Galloway.*

The Assistant Secretary,
Marine Department, Board of Trade.

Enclosure in No. 30.

Mr. *Seyfang* to Mr. *Galloway*.

Dear Sir, Lloyd's Register, &c., 24 July 1867.

I AM in receipt of a letter from Mr. Herbert, transmitting copy of your letter dated the 8th instant, addressed to the Assistant Secretary, Board of Trade, in relation to the testing of short link chains. Before answering Mr. Herbert's letter, I shall be glad if you will favour me with a few minutes' conversation here.

I am, &c.
(signed) *Geo. B. Seyfang.*

I called upon Mr. Seyfang accordingly; he informed me that I was in error respecting the testing of close-link chain, and that I had been wrongly informed. I promised to make inquiries, and correct my Report, if I found I had been wrongly informed.

Mr. *Galloway* to Mr. *Seyfang*.

Dear Sir, 26 July 1867.

REFERRING to our conversation of to-day respecting the testing of chains and anchors, and to the proposed additional proof, I beg to inform you that I am preparing for the Board of Trade a detailed statement of my views respecting the present mode of conducting the tests; pointing out what in my opinion appear to be the errors, and suggesting remedies.

As these suggestions may or may not be of use in framing new regulations, I shall be glad if your Committee would defer issuing any new rules until they receive a copy of my Report.

I am, &c.
(signed) *R. Galloway.*

Mr. *Seyfang* to Mr. *Galloway*.

Dear Sir, Lloyd's Register, 2 August 1867.

I DULY received your note of the 26th ultimo, and am authorised to state that the Committee will be quite ready to postpone issuing any new rules in respect to the testing of chains, until they receive a copy of the Report on the subject, which you state you are preparing for the Board of Trade.

I am, &c.
(signed) *Geo. B. Seyfang.*

Mr. *Galloway* to Mr. *Seyfang*.

Dear Sir, 19 August 1867.

I FIND that my Report to the Board of Trade respecting the testing of close-link chain is substantially correct.

The superintendents at the public proving-houses consider that the rule given for testing close-link chain of an inch in diameter and under, namely—

> "Unstudded close-link chains of one inch in diameter and under, will be admitted as cables if proved to two-thirds the test required for stud chains; but in all such cases a short length, not less than 12 links, must be tested up to the full strain for stud-link chains,"

implies that all unstudded close-link chain of more than one inch in diameter must be tested to stud-link proof; and it has been so tested, and the same regulation is still in force at the public proving-houses.

The short piece of chain of not less than 12 links is, I believe, always sent with the cable to the proving-house; but it does not follow that the 12 links are made of the same quality of iron as the cable.

I am glad to inform you that the system lately adopted at the Sunderland proving-house, of issuing separate certificates when not testing for Lloyd's proof, has been discontinued, and that Mr. Thompson will in future sign all certificates.

I am, &c.
(signed) *R. Galloway.*

Mr. *Seyfang* to Mr. *Galloway*.

Dear Sir, Lloyd's Register, &c., 19 August 1867.

I AM in receipt of your letter of this day's date, and I thank you for the information conveyed therein.

You are, however, wrong in your interpretation of the foot note to the Table 22, which states that "Unstudded close-link chains of one inch in diameter and under, will be admitted as cables, if proved to two-thirds the test required for stud chains; but in all such

cases a short length, not less than 12 links, must be tested up to the full strain for stud-link chains."

The meaning the Committee intended to convey was, that while they were prepared to recognise close-link chains (under certain conditions) up to one inch diameter as fit for ships' cables, all chains above that size must be studded chains.

I am, &c.
(signed) *Geo. B. Seyfang.*

Mr. *Galloway* to Mr. *Seyfang.*

Dear Sir, 23 August 1867.

I BEG to acknowledge the receipt of your letter of the 19th instant, and to point out that both at Sunderland and Newcastle your surveyors pass unstudded close-link chain of more than one inch in diameter, to be used as chain cables on board vessels classed by you.

This information was given me by the superintendents of the proving-houses at those ports, and, if correct, shows that your surveyors do not clearly understand the meaning your Committee intended to convey with regard to the admission of unstudded close-link chain as cables to be used on board vessels classed at Lloyd's.

I am, &c.
Geo. B. Seyfang, Esq. (signed) *R. Galloway.*

— No. 31. —

(M 6726.)

Town Clerk, Cardiff, to Board of Trade.

Sir, Borough of Cardiff, 14 September 1867.

I BEG to acknowledge the receipt of letter of the 13th instant, relative to a reported sale of abandoned anchors without previous testing, and the same shall be laid before the Town Council at their meeting a few days hence.

I am, &c.
(signed) *Geo. Salmon,*
Town Clerk.

The Assistant Secretary, Marine Department,
Board of Trade, Whitehall, S.W.

— No. 32. —

(M. 6747.)

Mr. *Galloway* to Board of Trade.

Sir, 14 September 1867.

I BEG to submit for your consideration the following observations respecting the arrangement of proving-houses for testing chain cables and anchors, and suggestions for the improvement of the system now in use to ascertain the soundness of anchors and chain cables.

I have, &c.
(signed) *R. Galloway.*

The Assistant Secretary, Marine Department,
Board of Trade.

Enclosure in No. 32.

Mr. GALLOWAY'S REPORT.

THE first point for consideration is the test or Government proof applied to anchors.

The rule is that, for anchors of a given weight, a given test must be applied, and that the permanent deflection of either arm should not exceed three-fourths of an inch.

The test is applied by fixing a triangle at two-thirds the length of the arm, measuring from the crown, connecting the triangle to one end of the testing machine and the shank of the anchor to the other end of the machine; thus it will be seen that the testing of anchors is a combination of leverage and direct pull.

To make this test uniform throughout the trade, and to make it a proper test, dimensions should be taken into consideration as well as weight.

Thus

Thus an anchor of a given weight, or a given length of arm and shank, should have a test applicable to that weight as well as its length of arm and shank.

The Admiralty proof is based upon fixed dimensions and a given weight, and the leverage being allowed, the proof is equal to the proof applied to chain cables, but not satisfied with this proof proportioned to given dimensions and weight, the Admiralty require the crown of every anchor to be heated to test the soundness of the welds.

The present method of testing anchors is not good, nor is it uniform; for instance, at the Jersey testing-house, the plan of testing anchors was, to hook the pea or extreme point of the arm on a cross bar of iron and pull at the shank, thereby very much increasing the leverage.

I am of opinion that the proof should be only a test of workmanship, and not of material. I, therefore, suggest that the proof of anchors should vary, as I have pointed out, according to the proportions borne by the arm and shank to each other, and according to the weight of the anchor; that the Admiralty proof should be applied; that not more than one-eighth of an inch deflection should be allowed; and that the crown of every anchor should be heated to test the soundness of that part. The next point for consideration is the test applied to chain cables. I start with the principle that a permanent set in any material, however small that permanent set may be, is a source of weakness in the structure to which the material is applied. Therefore, in proving chain cables, if a permanent set is put in the iron, the cable is weakened to the extent that the limit of elasticity is exceeded; the limit of elasticity being that point at which material will stretch with a given weight, and resume its normal state when that weight is removed.

I believe that the proof strain applied to chain cables ought not to exceed the limit of elasticity of the iron of which the cable is composed, therefore this test can be only a proof of the workmanship, and not of the quality of the material.

The Admiralty proof of nine tons to a circular inch is now applied to test the quality of chain cables for the merchant service, and if the cable stand that proof it is passed as fit for use, although the strain applied may be within 2½ per cent. of the ultimate strength of the chain, and it often happens that the first time such a cable is used on board a vessel the chain breaks, owing to its having been fractured in proving, and receiving a sudden nip at the hawse pipe.

Cables, as they are now manufactured and tested, have frequently give way when again subjected to the proof which they have previously stood, and in some instances they have broken at 25 per cent. under their former proof.

Suggestions have been made to increase the proof, but this would add but little to the strength of the cable; granted that a better quality of iron must be used, yet the quality or improved strength would be increased to pass the additional proof, and nothing more, and the cables would be broken in the proof, as they are under the present test, the amount of injury inflicted not being ascertainable until the cable is for the first time used on board a ship.

The manufacture of cable iron as regards quality is not absolutely certain, otherwise a cable would never break under proof, but the manufacturers are able to come within five per cent. either way, and when requested by the cable manufacturer to supply him with cable iron at the very lowest possible price, it is stipulated that the iron, when made into a cable, shall pass the Admiralty proof; if it does not pass the test the cable manufacturer claims from the iron merchant any loss that he, the cable manufacturer, may have sustained; on the other hand, if it passes, say perhaps by two per cent. only the iron merchant, the cable manufacturers are satisfied, but the public become the victims. It has become quite a study with iron manufacturers to make an iron just strong enough to pass the test, at a very low price; and it would be the same should the test be increased; of course, the cost of the cable would be greater without greater security.

To remedy this state of things is not an easy matter, there are many opinions as to the best way of doing it, but keeping in view the principle of not exceeding the limit of elasticity as the proof of workmanship, and not as the test of the quality of the iron, there must be a test applied to ascertain the strength of the material.

My proposition is to ascertain the limit of elasticity, in cable iron of not less than 18 tons to the circular inch, as the minimum breaking strength; I thus obtain my proof test to be applied to the workmanship. * * * * I propose some experiment in the following manner. I would obtain from iron manufacturers certain samples of cable bolt, and subject them to their breaking strain, then ascertain the limit of elasticity in similar lengths of the same bolts; I should thus obtain a proportion between the breaking strain and the limit of elasticity (all bolts breaking below 18 tons to the circular inch I would throw out of the experiments). I would then have pieces of the same bolts turned into links and tested to the breaking strain, to ascertain the difference in strength due to the difference in form, keeping the limit of elasticity the same proportion in the link as it bore to the straight bolt.

From these experiments I would prepare a table setting out the proof of a cable due to its breaking strain, and the size of iron representing that breaking strain; thus—

A 2-inch cable.
Breaking strength 144 tons.
Proof strain, say 72 tons, representing the limit of elasticity.

To carry out my proposal, the first thing to be done when a cable is sent to the proving-house to be tested, is to break a link of it; if it breaks below the 18 tons to the circular inch another link should be broken; and if still below the standard a third trial made, and

if with the same result, reject the chain. But if the quality of the iron upon three trials is above the strength of the standard, it should (if the owner wishes it) be tested to the size chain with which the breaking strain corresponded, and certified to be equal to that size cable, and allowed to be used accordingly.

This is first ascertaining the quality of the iron, and afterwards proving the workmanship without injury to the material, because if the proof should be nine tons to the circular inch, as at the present time, the strength of the iron would be 18 tons instead of 9 or 10. I do not see that any objection can be made to the proposed strength of cable iron, because 18 tons to the circular inch represents 22·9 tons to the square inch, and bar iron of less strength would not be used in the construction of ships or machinery; we should also obtain a better class of workmanship due to the superior quality of the iron, and to the greater care required on the part of the workmen in heating and welding the links.

* * * * * * *

If short link chains are allowed to be used as cables they should be made of iron larger in diameter than if stud-link chain; the difference in diameter should be such that the stud-link proof could be applied to a short-link cable without injuring it; if a vessel is required to carry a stud-link cable of an inch in diameter, and the owners prefer a short-link chain, then the short-link chain should be $1\frac{1}{4}$ inches, and so on, in proportion, because if the stud-link proof is applied to a short-link chain of the same size iron as that given for the stud-proof, in the majority of cases the short-link cable will be injured.

If this plan is adopted, some alterations and additions will be necessary in the proving-houses. As I propose to break every length of chain to prove its maximum strength, every proving-house must have a machine for that purpose (a breaking machine), and when the chain is mended it should be subjected to the required proof in the regular machine of 15 fathoms in length; this machine should be fitted with dead-weighted levers equal to the full power of the machine, and no other testing should be allowed at these machines, as at present they are used to test the strength of pieces of iron and steel, and as in every case the piece must be broken, more harm is done to the knife-edges by this work than by the testing of chains. The dead-weighted levers should be in the testing-room, and fitted with galvanic bells. The power should be applied by the pumps discharging into an accumulator, and the accumulator supplying the power to the cylinder; there should be a release valve near the levers, so that the operator can stop the action of the accumulator when required, and there should be an hydraulic indicator in the testing-room to show when the strain is nearing the proof, so that the operator may be ready to release the power. Every proving-house should be fitted with a small steam-hammer, so that when cables break below the standard of strength they can easily be broken into small pieces.

Testing machines belonging to chain manufacturers should not be licensed, but if licensed, a distinction ought to be made between them and those recognised as public proving-houses.

Public proving-houses ought to be quite independent of chain manufacturers; the superintendents, whether appointed by the Board of Trade or by Lloyd's, should be workers in iron, and well acquainted with the nature of that material, and that rules and regulations for their guidance should be issued, so that there may be but one uniform practice. One necessary rule should be, that all examinations of chain cables should be made in the daytime; the testing may take place at any time.

The superintendent should have entire control of the work, and means of effecting all necessary repairs to the cables or anchors, and that all repairs should be made in the proving-house. All public proving houses ought to be a given distance from the chainmakers' establishments.

The Board of Trade regulations now in force (with the exception of that applying to dead-weighted levers) would be necessary under the new arrangement.

Should these suggestions be adopted, or any similar scheme, I feel certain that such an occurrence as a ship going on shore, caused by the breaking of the cable, would seldom or ever happen.

14 September 1867. (signed) *R. Galloway.*

— No. 33. —

(M. 6919.)

Messrs. *Shelley & Co.* to Board of Trade.

Sir, Great Yarmouth, 23 September 1867.

The landing waiter of Her Majesty's Customs here, having called on us this morning, with the notice issued by the Board of Trade, bearing your signature of the 13th instant, calling attention to the penalties incurred by dealers in anchors and chains, acting in contravention of the Act of Parliament in selling such articles untested,

We beg to call your attention to the fact, that although we never keep untested anchors or chains in stock, or deal in any, without first sending them down to the Tyne to be tested, there are parties in this town who do sell them untested, and against

against whom no conviction could be obtained, without adducing proof that such anchor or chain so sold, had been actually taken off and put on board some particular vessel, which could only be done, by sending a boat off into the roadstead to watch the proceeding, at an expense of oftentimes several pounds, and even then a conviction might probably fail, unless the party stayed on board and saw the anchor or chain actually used. Really at all such notices, put forth by the Board of Trade, the parties alluded to can well afford to laugh, and to set the provisions of the Act at defiance; such Act being so loosely drawn as to leave many points open to evasion.

If the Act had imposed either the penalty on any party or parties selling anchors and chains (leaving the words "for the use of any ship" out, which would have been something better), or fined both buyer and seller, or made any policy of insurance void, where any untested anchors or chains were purchased for, or put on board, any vessel after the passing of the Act, far less room would have been left for its evasion. Unless something of this kind is done by an Amendment Act, the present Act of Parliament must remain to a great extent nugatory; and further, unless the Board of Trade can establish an espionage through the coastguard and officers of Customs empowering and requiring them to examine anchors and chains sent off to vessels, such notices put out by the Board of Trade will be only so much waste paper.

We are, &c.
(signed) *John Shelley & Co.*

Thomas Gray, Esq.,
Assistant Secretary to the Board of Trade,
London.

— No. 34. —

(M. 7150.)

Town Clerk, Cardiff, to Board of Trade.

Sir, Borough of Cardiff, 3 October 1867.

Your letter of the 13th September last, relative to the sale of abandoned anchors and cables without testing, was laid before the Council at their recent meeting, and I am directed to communicate with you thereon.

From inquiries made it does not appear that any anchors or cables have been sold for the use of vessels, all applications of owners and captains having been refused; all sales made have been to other parties as old iron.

The Council, however, being desirous of meeting the views of the Board of Trade in the matter, have passed a resolution forbidding the sale of any abandoned anchors and cables without previous testing, and thus comply with the Board of Trade's circular addressed to Receivers.

I am, &c.
(signed) *Geo. Salmon,*
Town Clerk.

The Assistant Secretary,
Marine Department, Board of Trade,
Whitehall, S. W.

— No. 35. —

(No. 7150.)

Board of Trade to Receiver of Wreck, Cardiff.

The Receiver of Wreck, Cardiff, for his information.

5 October 1867. (signed) *Thomas Gray.*

— No. 36. —

(M. 7274.)

Mr. *Galloway* to Board of Trade.

Sir, London, 8 October 1867.

I BEG to forward a statement of my proceedings as Inspector under the Anchor and Cable Act, for the quarter ending 30th September 1867.

I have, &c.

The Secretary, Marine Department, Board of Trade. (signed) *R. Galloway.*

Enclosure No. 36.

EXTRACTS from REPORT of PROCEEDINGS.

3 July 1867 -	Newcastle; proceeded to Sunderland; examined the testing machine, all parts in good condition; tested some short-link chain. *See* reports, 8th July 1867.
4 July „ -	Newcastle; proceeded to Sunderland, and delivered my certificate for the testing machine.
16 July „ -	Liverpool; proceeded to Birkenhead; examined testing machines, all in good order, to be put together ready for the morning. Anchor machine not ready. Proceeded to the testing machine on the Liverpool side; examined knife-edges, &c., to be put together ready to prove in the morning. Made inquiries as to the mode of conducting the examinations of engineers, and reported to Captain Walker.
17 July „ -	Liverpool; proceeded to Birkenhead; tested the levers of No. 2 machine with 100 tons, and also No. 3 machine. The hydraulic pendulums were 2½ tons in advance of the levers. Proceeded to King's Dock, and tested the machine there to 72 tons.
18 July „ -	Liverpool; proceeded to Birkenhead, to see that all was in good working order, before delivering my certificate.
19 July „ -	Liverpool; proceeded to London by early train.
24 July „ -	Birmingham; proceeded to Tipton, tested the machine to 100 tons, all in good order; adjusted the levers, and delivered my certificate.
30 July „ -	Cardiff; proceeded to the proving-house; examined the knife-edges and levers, all in good condition, to be put together ready to test next morning. Wrote report about old anchors and cables, &c. recovered by the town council.
31 July „ -	Cardiff; proceeded to the proving-house, and tested the machine to 230 tons.
1 Aug. „ -	Cardiff; delivered my certificate for the testing machine; writing reports, &c. " Mr. Hingley,—I am sorry you should be kept waiting, especially that the men should be out of work; but I am compelled to attend to the public proving-houses, and have to go to Newcastle and Sunderland before I can pay you a visit, which will be early next week. The license for your testing machine, having by your own act, been thrown out of its regular course, is the cause of the delay.—*R. G.*" Board of Trade. Proceeded to Newcastle.
6 August „ -	Newcastle; proceeded to Low Walker; examined the two testing machines; requested the levers to be taken out for further examination. Met Mr. Crawshay and the directors.
7 August „ -	Newcastle; proceeded to Sunderland; examined the two testing machines; found that the hydraulic levers of both machines did not agree with the dead-weighted levers; informed the secretary that the hydraulic levers must be thoroughly examined and adjusted, and when done, to let me know, and that I would again examine them, or if the directors would agree to put down full power dead-weighted levers

	levers to the chain-cable machine, I would at once give my certificates for three months to enable them to continue work; during this time the superintendent to allow for the error in the hydraulic levers: on the other hand, if they declined to put down full power dead-weighted levers, they must make the hydraulic levers effective, and stop work until they were adjusted.
8 August 1867	Proceeded to Low Walker; examined the knife-edges, &c., and tested the anchor machine.
9 August „ -	Newcastle; proceeded to Low Walker; examined the cable machine, and delivered my certificates to Mr. Carr. "Mr. Simpson, Sunderland,—I beg to acknowledge the receipt of your note, and am glad to find that your directors have agreed to put down full power dead-weighted levers to No. 8 machine, and that in future Mr. Thompson will sign all certificates. I shall have much pleasure in reporting this to the Board of Trade and Lloyds'. "I enclose my certificates to enable you to work the machines for three months.—*R. G.*"
13 August „ -	Birmingham; proceeded to Netherton, examining the two testing machines at the works of Messrs. Hingley.
14 August „ -	Birmingham; proceeded to Netherton, examining the two testing machines at the works of Messrs. Hingley & Sons.
15 August „ -	Birmingham; forwarded my certificates for the two machines at the works of Messrs. Hingley.
18 Sept. „ -	Birmingham; proceeded to Wolverhampton; examined the testing machine, adjusted the levers, the galvanic bell, and tested the machine: all in good order.
23 Sept. „ -	"Pow and Fawcus,—I am in receipt of your letter respecting the renewal of license to your test. I must again examine the machine before another license is granted, and will be in Newcastle early next week for that purpose.—*R. G.*"
24 Sept. „ -	Bristol; making inquiries as to the mode of conducting the examinations of engineers at this port. Proceeded to the proving-house to examine the testing machine; found that the knife-edges required rubbing down; had this done. Had a long conversation with Mr. Snowden respecting the accommodation given him to conduct the examinations, &c.
26 Sept. „ -	Birmingham; proceeded to Rowley, to the works of Mr. Jones. Upon examining the new arrangements, found that the connections to the accumulator and pumps were wrongly constructed; take about a week to set right.
27 Sept. „ -	Birmingham; forwarded my certificate for the Bristol machine to Mr. Collins, the secretary. Then to Soho, to Mr. Tangye's, to explain errors in the machine at Mr. Jones's.

8 Oct. 1867. *R. Galloway.*

— No. 37. —

(M. 8492.)

Sunderland Chain and Anchor Testing Company to Board of Trade.

Sunderland Chain and Anchor Testing Company, Limited.

Sir, North Shore, 21 November 1867.

I HAVE to acknowledge the receipt of your letter, No. M. 6018, dated 20th November.

In reply, the No. 8 machine has been for six or seven weeks in the hands of the engineers, who have applied full power levers to it as advised by your engineer, Mr. Galloway; they are now complete, and waiting Mr. Galloway's inspection; that gentleman wrote on the 16th instant, saying that other engagements prevented him coming immediately, but that he would be here as early as possible. Of course no chains have been tested during the alteration.

Meanwhile our No. 9 machine used for testing anchors is in perfect order; may not it be used by us in the interval (previous to Mr. Galloway's inspection of No. 8 machine) for proving chains as well as anchors?

I am, &c.
(signed) *Humphrey Simpson*, Jun.,
Secretary.

The Assistant Secretary,
Marine Department, Board of Trade,
Whitehall, S. W., London.

— No. 38. —

(M. 8492.)

Board of Trade to Sunderland Chain and Anchor Testing Company.

Board of Trade, Whitehall,
26 November 1867.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the *21st instant with reference to the proving machines Nos. 8 and 9, belonging to the Sunderland Chain and Anchor Testing Company, in which you state that the machine No. 9 is in perfect order, and request to be informed whether it may not be used for the purpose of proving chains as well as anchors until the machine No. 8 has been inspected by Mr. Galloway, and a license for it has been granted by the Board of Trade.

See *ante*, No. 37.

In reply, I am to remind you that the license granted by this Board in August last for the machine No. 9 expired on the 1st instant, as stated in their letter to you of the 20th instant, and that until this machine has again been inspected by the Board's Inspector, and a renewal of the license granted, neither anchors nor chain cables can be legally tested by it.

I am to point out to you, that if this machine is used for testing purposes during the time it remains unlicensed, the company will render themselves liable to a prosecution under "The Chain Cables and Anchors Act, 1864."

I am, &c.
(signed) *Thomas Gray*.

The Secretary,
Sunderland Chain and Anchor Testing Company,
North Shore, Sunderland.

N.B.—These papers were sent to Mr. Galloway for his information.

— No. 39. —

(M. 315.)

Mr. *Galloway* to Board of Trade.

Sir,

London, 8 January 1868.

I HAVE the honour to forward an account of my proceedings as Inspector of Proving Machines for Anchors and Chain Cables, from the 1st of October to the 31st of December 1867, both days inclusive.

I have, &c.
(signed) *R. Galloway*.

The Assistant Secretary,
Marine Department, Board of Trade.

Enclosure in No. 39.

Extracts from Report of Proceedings.

1 Oct. 1867 -	At Newcastle; proceeded to North Shields, to the works of Pow & Fawcus; examined the testing machine, and proved it to 72 tons. Proceeded to Hood & Co.'s works, Mushroom; examined the testing machine, pointed out various necessary alterations and additions. Then to the works of Shields & Co., St. Peter's, and arranged for them to be ready for me by the morning. Then with Mr. Burrell, Superintendent of the Low Walker machines.
2 Oct. „ -	Newcastle; proceeded to Abbot's; examined knife-edges, &c., of the testing machine. Then to Shields & Co., St. Peter; examined the testing machine; requested Mr. Shields to give more light to the examining bench.
17 Oct. „ -	Birmingham; proceeded to Mr. Jones's works; tested the machine to 85 tons (chain broke at 85 tons), and made a thorough examination.
21 Oct. „ -	"Mr. Clarke,—In reply to your note of the 18th inst., I beg to say that I prefer examining the levers at the proving-house, Sunderland, after they have been tested. Please let me know when you have completed them, and I will arrange to come down.—*R. G.*"
23 Oct. „ -	Birmingham, with Mr. Tangye; ascertained that the cylinder of the testing machine at Messrs. Mills & Sons has only 4 ft. 6 in. stroke; declined to pass the machine until another cylinder is fitted instead of the present one.
19 Nov. „ -	Birmingham; proceeded to Netherton; had the levers of the testing machine taken down, examined them, and had them replaced, &c. &c. Proceeded to Cradley, to Mountford & Homer's; made arrangements for the machine to be ready for my inspection next morning.
20 Nov. „ -	Birmingham; proceeded to Mountford & Homer's at Cradley; had levers taken down, examined and replaced; tested the machine; all in good order. Then to Wood's, Cradley; the two machines there appear to be in good order.
26 Nov. „ -	East India Avenue. "Mr. Wood,—In reply to your note of the 25th inst., referring to the testing machines at your works, and requesting to know whether I shall require to prove those machines to the full power, I beg to say that it will be well to provide the means to test the machines to the full power; but whether I shall consider it necessary to do so will greatly depend on the appearance of the machines.—*R. G.*"
27 Nov. „ -	East India Avenue. Then to Lloyd's, Poplar, to examine the anchor machine; directed the levers to be taken down, &c.
30 Nov. „ -	East India Avenue. At Lloyd's, Poplar; tested the anchor machine, &c. &c.
4 Dec. „ -	Newcastle; proceeded to Sunderland; measured levers, weighed the weights, &c.; examined and tested the two machines, &c. &c.
5 Dec. „ -	Newcastle; proceeded to Mushroom, to Messrs. Hood & Co.; examined the testing machine, &c.; discovered that the levers were not correct, one side being longer than the other, also the weights not correct, &c. Then to Hawks, Crawshay, & Co., about new levers to the testing machine at their works.

8 Jan. 1868. *R. Galloway.*

— No. 40. —

(M. 2249.)

Mr. *Galloway* to Board of Trade.

Sir, 21 February 1868.

I BEG to forward the enclosed certificate issued by Mr. Bishton, and showing that he has tested and stamped a chain with a proof mark. The machine is not licensed, and the mark used and the form of certificate are likely to mislead the public.

The chain makers who have licensed testing machines complain very much that Mr. Bishton is allowed to test chains and issue such certificates.

I have, &c.

The Assistant Secretary, (signed) *R. Galloway.*
Marine Department, Board of Trade.

Enclosure in No. 40.

NETHERTON CHAIN TESTING MACHINE.

No. .

WILLIAM BISHTON, Canal Wharf, Dudley Wood, Netherton, near Dudley.

I do hereby certify having proved by Bramah's Machine, for a wrought-iron short linked chain, ⅞ inch diameter, fathoms long, to the proof, strain of six tons, cwts., and delivered the same to order, weighing tons, five cwts., qrs., pounds.

Proof Mark, " W.B.," No. 402, on the third link from the end.

Dated 1st January 1868. *Wm. Bishton*, Superintendent.

— No. 41. —

(M. 2249.)

Board of Trade to Messrs. *Wood Brothers.*

Board of Trade, Whitehall,

Gentlemen, 29 February 1868.

*I AM directed by the Board of Trade to transmit to you a copy of a letter which they have addressed to Mr. William Bishton, of Netherton, upon the subject of the proof-mark stamped upon cables tested by his machine at Netherton.

* See No. 42.

A copy of a certificate given by Mr. Bishton with a cable tested by his machine is also transmitted for your information.

See *ante*, Enclosure in No. 40.

I am, &c.

Messrs. Wood Brothers, (signed) *Thomas Gray.*
Cradley, Staffordshire.

— No. 42. —

(M. 2249.)

Board of Trade to Mr. *W. Bishton*.

Board of Trade, Whitehall,
29 February 1868.

Sir,

I AM directed by the Board of Trade to inform you that they have been led to understand that you are in the habit of testing chain cables by a machine in respect of which no license has been issued from this department, and of stamping such cables with a mark resembling the mark used by a tester under (viz., W. B.) the "Chain Cables and Anchors Act, 1864," and approved by the Board of Trade; also that such cables, so stamped by you, have been sold for the use of vessels.

I am to request your attention to the provisions of section 12 of the Act referred to, and to state that the Board of Trade will be glad to receive such explanation or observations as you may desire to offer in the matter.

I have, &c.
(signed) *Thomas Gray*.

Mr. William Bishton, Canal Wharf,
Dudley Wood, Netherton, near Dudley.

— No. 43. —

(M. 2412.)

Mr. *Parkes* to Board of Trade.

Tipton Green Chain and Anchor Works,
Tipton, 22 February 1868.

Sir,

THE existing Act of Parliament provides for the testing of all chain cables, and of all anchors from 1½ cwt. upwards, to the Admiralty scale of test, by a machine agreeable to the requirements of, and licensed by, the Board of Trade.

This machine may be the property of the chain manufacturer, on his own premises, and entirely under his control.

The testing machine may be perfectly correct; may be perfectly capable of applying the strain properly; but there is no security, beyond the reputation of the manufacturer, that the required strain is applied.

An imperfect or unsound article may thus be vended, accompanied by a certificate, granted under license of the Board of Trade, that the article has been tested to the required degree; a Government warranty of soundness and proper strength is hence, in some measure, implied for a faulty chain or anchor.

In cases of articles being vended, not proved at all, or not proved to the required degree, there is no provision for a prosecution; practically, therefore, the law may be either obeyed or disregarded; the Act consequently is of very little value.

The rule adopted by Lloyd's, some time before the passing of the Act, has been more efficacious in improving the quality of chain cables and anchors; that rule enforces the proving to Admiralty scale at a public machine of all cables and anchors used in the classification of ships by their society.

All the licensed machines, both public and private, have to be according to the requirements of the Board of Trade.

Lloyd's rule, requiring cables and anchors to be proved at a public machine, affects nearly the whole of the home trade; that is, cables and anchors for ships built in this country, and for many of those built in the North American Colonies, while the private machines licensed by the Board of Trade are used almost solely for cables and anchors for foreign markets.

Public proving increases the cost of the article by about 1 *l.* per ton, or about 10 per cent. Cables and anchors are manufactured in the United States of America and other foreign countries, and as in these there is no requirement of public proving, it is questionable whether it is wise to require cables, &c., for the

foreign trade to be public-proved. If the British manufacturer is saddled with that expense from which the foreigner is free, a certain portion of trade may be driven from this country. If the foreigner is willing to pay for public-proved cables and anchors he can have them; if not, he can get private licensed proof; he has the option of choosing for himself. The manufacturer in the United States being fostered by heavy protective duties, it is inexpedient at present to put the tax of public proving upon our cables and anchors for that and other foreign markets.

Public proving affords greater security to life and property than private proving, even though in both cases the machines are up to the standard required by the Board of Trade.

Some shipowners maintain that the quality of chain cables has deteriorated from public proving; I think such opinion is formed from very partial experience; a comprehensive view of the subject, I believe, would show a diametrically opposite result.

I am clearly of opinion that better iron is used for chain cables than formerly, or rather, I would express it, there is not such miserable rubbish, hardly deserving the name of iron, made into chain cables as formerly, although the quality of iron generally used is a long way inferior to what it ought to be; to this I shall presently revert.

Leaving out of view the question of the quality of iron used, I am certain the workmanship (or welding) is much improved; bad welding, such as in former years I have seen a hundred times disclosed by the breaking of cables, when in use on board ship, cannot fail to be detected at a well-regulated public machine. An instance has just come before me of a cable that was not public proved; it was on board a large ship over 10 years; the cable snapped in a recent gale, and serious damage resulted; the broken link was recovered; the fracture is simply an opening of the weld, which was a very imperfect one; proper proving originally would have found that out; so far as I can learn, it is believed the ship never severely tried her cables before.

Lloyd's have reduced the required sizes of cables to class with their Association, and I am of opinion the sizes are now too small, unless the quality be made very superior.

I know a large ship which has three times broken an $1\frac{13}{16}$ cable, which was originally public-proved; after each fracture the cable was again tried at public machines, both in London and Liverpool, and each time it stood the test perfectly; some years ago a ship of her size would have had a 2-inch cable instead of $1\frac{13}{16}$-inch.

From the term "Admiralty" proof, the degree of proof required by the Admiralty, most people run away with the idea that if a cable stands such proof that it is quite enough; nothing more is requisite; the cable must be a good one; one that affords adequate security. Let us examine what that scale of proof is.

In building an iron ship, the builder is required to use in the construction iron that will give 20 tons to the square inch as a minimum; one would naturally expect that the iron of which her chain cables are made should be at least as strong, but no such thing, only about 16 tons to the square inch in the straight bar is sufficient to pass the Admiralty proof for the cables, while 20 tons is required for the plates, and the same iron made into plates gives a lower breaking point than if made into bars; 16 tons is a very low and unsuitable quality of iron for chain cables; no man in his senses would ever dream of making a crane chain of such poor iron, and why should not a chain cable be made of as fine iron as a crane chain.

The defect in the present system in regard to chain cables is, there is no provision for a large margin of strength between the "Admiralty" proof strain and the breaking strain; such margin is absolutely essential for the cable to be a good one.

The Admiralty proof is only about $11\frac{1}{2}$ tons to the square inch on the chain, reckoning a link as two bars of iron, or equal to about 16 tons to the square inch in the straight bar.

Chain cables should be made out of iron standing in the straight bar, not simply 16 tons, but 24 tons to the square inch, giving a minimum breaking point in the chain of 17 tons to the square inch.

Instead of having the Admiralty proof only $11\frac{1}{2}$ tons to the square inch, I would increase it by at least 15 per cent., making the proof about $13\frac{1}{4}$ tons to the

the square inch. I would require the superintendent of each public proving establishment then to select indiscriminately a few links of each cable, and try them to 17 tons to the square inch, and condemn the chain if it broke under that point.

If the break under 17 tons to the square inch was in the work, and not in the solid iron, I would allow other two trials.

This breaking would be attended by inconvenience; the raising of the proof alone would do a large amount of good by ensuring, to the extent of 15 per cent., a better quality of iron than at present. This minimum of the law would, in general cases, become the maximum in practice, with little or no margin of strength between the proof and breaking strains.

The question is simply, whether the law should prescribe means for the securing of that margin of strength, or leave it to the shipowner to provide for it or not, as he sees fit.

My opinions are very much borne out by the late Mr. William Smale, of the Test-house, Her Majesty's Dockyard, Woolwich. (*See* page 150 of Blue Book, Anchors, &c., Merchant Service, under date 27th March 1860.)

I am, &c.

The Assistant Secretary, (signed) *Henry P. Parkes.*
Marine Department, Board of Trade.

— No. 44. —

(M. 2412.)

Board of Trade to Mr. *Parkes.*

Board of Trade, Whitehall,
Sir, 4 March 1868.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 22nd ult.,* relating to the working of the "Chain Cables and Anchors Act, 1864."

* See *ante*, No. 43.

In reply, I am to thank you for your communication, and to inform you that it will receive attentive consideration.

I am, &c.
(signed) *Thomas Gray.*

Henry P. Parkes, Esq., Tipton.

— No. 45. —

(M. 3001.)

Messrs. *Wood Brothers* to Board of Trade.

Sir, Stourbridge, 11 March 1868.

WE were duly favoured with your communication, M. 2249, dated 29th February last, and shall feel obliged by any further information you can give on the subject.

We are, &c.

Thomas Gray, Esq., Board of Trade, (signed) *Wood Brothers.*
Whitehall, London.

— No. 46. —

(M. 3001.)

Board of Trade to Mr. *W. Bishton.*

Board of Trade, Whitehall,
16 March 1868.

Sir,

I AM directed by the Board of Trade to call your attention to a letter addressed to you from this Department on the 29th ult.,* relating to the testing of chain cables by a machine in respect of which no license has been granted by the Board of Trade, and to request that you will favour this Board with a reply thereto at your early convenience.

* See *ante*, No. 42.

I am, &c.
(signed) *Thomas Gray.*

Mr. William Bishton,
Canal Wharf, Dudley Wood, Netherton,
near Dudley.

— No. 47. —

(M. 3137.)

Deputy Receiver of Wreck, Southampton, to Board of Trade.

Mercantile Marine Office, Southampton,
14 March 1868.

Sir,

WILL you be pleased to cause two copies of the "Chain Cables and Anchors Act" to be supplied for the use of this office (for the Receiver and Deputy Receiver), as it does not appear that any has been received here.

I have, &c.
(signed) *G. S. Coxwell,*
Deputy Receiver of Wreck.

The Assistant Secretary,
Marine Department, Board of Trade.

N.B.—Two copies sent accordingly.

— No. 48. —

(M. 3903.)

Mr. *Galloway* to Board of Trade.

4 April 1868.

Sir,

I HAVE the honour to forward an account of my proceedings as Inspector under the Anchor and Cable Act, &c. &c., for the quarter ending the 31st day of March 1868.

I have, &c.
(signed) *R. Galloway.*

The Assistant Secretary,
Marine Department, Board of Trade.

Enclosure in 48.

EXTRACTS from REPORT of PROCEEDINGS.

1868.	
12 March - -	Proceeded to Tipton; could not test the machine to 100 tons; the lever appears to spring; made arrangements to test the lever in a week.
13 March - -	Proceeded to London.
16 March - -	East India Avenue; with the Surveyor General; proceeded to Newcastle, to the works of Messrs. Hawks, Crawshay, & Sons.

— No. 49. —

(M. 3903.)

Board of Trade to Mr. *Galloway*.

Sir, Board of Trade, Whitehall, 6 July 1868.

I AM directed by the Board of Trade to request that you will transmit to this department, on an early day, an account of your proceeding during the quarter ended 30th June last. This account should not be confined to your proceedings as the Inspector of Proving Establishments only, but should also include an account of all the duties performed by you during the quarter, in your capacities of Chief Surveyor of Steam Vessels and Examiner.

I am to request that in future you will forward this report at the end of each month.

I am, &c.
(signed) *Thomas Gray*.

R. Galloway, Esq.
Inspector of Proving Establishments.

— No. 50. —

(M. 4508.)

Messrs. *Granet, Brown & Co.* to Board of Trade.

Sir, Genoa, 24 April 1868.

REFERRING to your letter 8163, in date of 20th November 1867, we have now to beg that you will be good enough to furnish us, at your earliest convenience, with another official list of the machines in England, licensed by the Board of Trade for testing chains, cables, and anchors, under the superintendence of the Government Inspector.

We made use of the letter and list you were good enough to send us, with the Veritas Marine Insurance Company, in Paris, and require another for the office of the Italian Lloyd's, established here.

Please anticipate our thanks.

We are, &c.
(signed) *Granet, Brown & Co.*

To the Secretary Marine Department,
Board of Trade, Whitehall, London.

N.B.—Six copies sent accordingly.

— No. 51. —

(M. 4540.)

Board of Trade to Messrs. *Tyzack, Whiteley & Co.*

Gentlemen, Board of Trade, Whitehall, 30 April 1868.

WITH reference to your letter of the 24th ultimo, transmitting the license granted by this department in April 1867, in respect of your testing machine, No. 27, which expired on that day, I am directed by the Board of Trade to request that you will inform them whether it is your intention to apply for a renewal of the license.

I am, &c.
(signed) *Thomas Gray*.

Messrs. Tyzack, Whiteley & Co.,
North Shields.

— No. 52. —

(M. 4540.)

Board of Trade to Messrs. *Tyzack, Whitley & Co.*

Gentlemen, Board of Trade, Whitehall, 19 May 1868.

ADVERTING to a letter addressed to you from this department on the 30th ultimo,* I am directed by the Board of Trade to request that you will state whether it is your intention to apply for a renewal of the license. Unless the Board of Trade receive an application for renewal, they will in the usual course take steps to notify to the public that your machine, No. 27, has ceased to be a licensed machine since the date of the expiration of the last license.

* See *ante*, No. 51.

I am, &c.

Messrs. Tysack, Whiteley & Co., (signed) *Thomas Gray.*
North Shields.

— No. 53. —

(M. 4926.)

Messrs. *Bayliss, Jones & Bayliss* to Board of Trade.

Sir, 84, Cannon-street, London, E.C., 7 May 1868.

REFERRING to interview which Captain Saunders and our Mr. Jones had with you this morning, we now beg to hand you an extract from a letter of Captain Saunders to General Talbot, dated the 13th February last, referring to the supply of 150 patent springs to the Indian Board; and for which order was issued on the 27th of February.

In accordance with said letter, each spring has been tested on our machine, No. 7, and duly stamped, in accordance with our license granted by your Board, and for which we have issued certificates of proof, but which certificates we are informed, to our surprise, Lieutenant Lamb, of the Indian Store Department, ignores, thereby for all practical purposes annulling our license.

Under these circumstances, may we beg the favour of a letter or certificate from you, which will be a guarantee to Lieutenant Lamb that our machine is licensed by your Board, and that our certificates of proof are issued, under and by authority of said license, in accordance with the Act of Parliament relating thereto.

As a conference with Lieutenant Lamb is to take place on Monday, we shall feel greatly obliged if you will favour us with reply meanwhile.

We are, &c.

Thomas Gray, Esq., (signed) *Bayliss, Jones & Bayliss.*
Marine Department, Board of Trade.

Enclosure in No. 53.

EXTRACT from LETTER to General *Talbot*, 13 February 1868.

"With respect to the ironwork, I am also careful to employ, for my own sake, none but the very best, our practice being to test each spring before delivery, in compliance with Board of Trade regulations."

— No. 54. —

(M. 4926.)

Board of Trade to Messrs. *Bayliss, Jones & Bayliss.*

Gentlemen, Board of Trade, Whitehall, 9 May 1868.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the † 7th instant, on the subject of some mooring springs tested at your proving establishment.

† See *ante*, No. 53.

The

The Board of Trade gather from your letter that the Director General of Stores for India, has declined to accept your certificate of public proof, and that you wish this Board to state that your machine is a licensed machine. In reply, I am to inform you that the Board of Trade cannot enter into any question between yourself and a department of the Government.

They have, however, directed me to state that the machine, No. 7, of which you are the owners, has been inspected by their inspector, and has their certificate of efficiency, under the Anchor and Chain Cables Act, and that so far as the inspection and their certificate are concerned, the machine, No. 7, is in all respects on a footing with every other machine licensed by this Board.

I am, &c.
(signed) *Thomas Gray.*

— No. 55. —

M. 5304.)

Messrs. *Tyzack, Whiteley & Co.* to Board of Trade.

Sir, North Shields, 20 May 1868.

I BEG on behalf of Messrs Tyzack, Whiteley & Co., to acknowledge receipt of your letter dated 19th inst.,* M. 4540; and in the absence of my principals, to state that it is their intention to apply for a renewal of their license for their testing machine, No. 27.

On the return of Mr. Whiteley, in a few days, I do not doubt that application will be made for the same, accompanied by a remittance for the amount of license.

* See *ante*, No. 52.

I have, &c.
(signed) For *Tyzack, Whiteley & Co.*
G. Tyzack, jun.

To the Assistant Secretary,
Marine Department, Board of Trade.

— No. 56. —

(M. 5304.)

Board of Trade to Messrs. *Tyzack, Whiteley & Co.*

Board of Trade, Whitehall,
22 May 1868.

Gentlemen,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 20th instant,† and, in reply, to inform you, that unless the application is received by return of post, the name of your firm will be shut out of the list of licensed testers.

† See *ante*, No. 55.

Your establishment has been without a license since the 25th April.

I am, &c.
(signed) *Thomas Gray.*

— No. 57. —

(M. 5413.)

Mr. *Galloway* to Board of Trade.

Sir, 23 May 1868.

I BEG to forward the inclosed application from the Secretary to the Jersey Proving-House, and to ask your instructions thereon.

I have, &c.
(signed) *R. Galloway.*

The Assistant Secretary,
Marine Department, Board of Trade.

Enclosure in No. 57.

(M. 5413.)

Sir, Jersey, 13 May 1868.

THE Superintendent of our testing machine informs me, that the work recommended by you has been executed; please therefore have the goodness to come over to Jersey, when you are at leisure, to examine the same.

Yours, &c.
(signed) *Elias A. Neel,*
Secretary.

Robert Galloway, Esq., C. E., London.

— No. 58. —

(M. 5413.)

Board of Trade to Jersey Proving-House Company.

Board of Trade, Whitehall,
4 June 1868.

Sir,

IN reply to your letter of the 13th ultimo,* addressed to Mr. Robert Galloway, the Inspector appointed by this Department, under the Chain Cable and Anchors Act 1864, to inspect machines for testing chain cables and anchors, requesting him to proceed to Jersey to inspect a testing machine belonging to your Company, I am directed by the Board of Trade to inform you that the Act in question does not apply to the Channel Islands, and that from a communication received in November 1865, from the Lieutenant Governor of Jersey (through the Home Office), it appeared that, in the opinion of the law officers of the Crown in that island, it is not desirable that the Act should be registered in Jersey.

* See *ante*, Enclosure in No. 57.

As the Board of Trade have therefore not the power to grant a license for your machine, it will be unnecessary for Mr. Galloway to visit Jersey for the purpose of inspecting it, and he has been instructed accordingly.

I am, &c.
(signed) *Thomas Gray.*

Elias A. Neel, Esq., Secretary,
Jersey Proving-House Company, Jersey.

— No. 59. —

(M. 5413.)

Board of Trade to Mr. *Galloway.*

Board of Trade, Whitehall.
27 May 1868.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 23rd instant,† and to inform you that they have received, through the Home Office, a communication, from which it appears that it is not desirable to register the Chain Cable and Anchors Act in Jersey. Under these circumstances you should not proceed to examine the machine at Jersey.

† See *ante*, No. 57.

I am, &c.
(signed) *Thomas Gray.*

— No. 60. —

(M. 5996.)

Messrs. *Wood Brothers* to Board of Trade.

Dear Sir, Stourbridge, 12 June 1868.

REFERRING again to your communication (M. 2249) of 29th February ‡ last, we have been expecting the favour of your informing us what steps are being taken relative to the unlicensed chain and anchor testing machine at Netherton;

‡ See *ante*, No. 41.

it

it is not necessary for us to call your attention to the injustice (to owners of licensed machines, more especially to ourselves, inasmuch as the proprietor is using our trade-mark) of such a machine being allowed to exist.

We are, &c.

Thomas Gray, Esq., Board of Trade. (signed) *Wood Brothers.*

— No. 61. —

(M. 5996.)

Board of Trade to Mr. *Galloway.*

The Inspector (Mr. Galloway).

For his report.

I am, &c.

(signed) *Thomas Gray.*

13 June 1868.

— No. 62. —

Mr. *Galloway* to Board of Trade.

On Tuesday, the 16th instant, I visited this testing machine, situated at Dudley Wood, and belonging to Mr. Bishton.

The machine is most imperfect, and, in my opinion, not fit to test chains. It is in the same condition as when I saw it about three and a-half years ago. I afterwards met Mr. Bishton, and asked him to show me the certificates he gave to the owners of the chains tested at this proving-house. He produced two; these certificates were precisely the same as the one attached to these papers.

I am, &c.

18 June 1868. (signed) *R. Galloway.*

— No. 63. —

(M. 5996.)

Board of Trade to Messrs. *Wood Brothers.*

Board of Trade, Whitehall,

Gentlemen, 30 June 1868.

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 12th instant,* relative to the proof-mark stamped upon cables tested by an unlicensed machine at Netherton, the property of Mr. Bishton.

* See *ante*, No. 60.

In reply, I am to inform you that the machine referred to is not licensed by this Board under the Act, and that if a clear case is brought to their notice of the proprietor of this machine selling, or contracting to sell, for the use of any ship or vessel, any chain cable or any anchor above 168 pounds in weight, tested and stamped at his machine, and not also tested and stamped at a licensed machine; or if a clear case of stamping a cable with the mark of a tester, duly licensed under the "Chain Cables and Anchors Act, 1864," without the authority of that tester, is brought to their notice, they will submit the facts and the evidence for the opinion of the legal advisers of this department; and if, in the opinion of the legal advisers, the evidence is sufficient to lead to the conviction of the offender, the Board will take steps for causing such person to be prosecuted for infringing the Act in question.

I am, &c.

Messrs. Wood Brothers, (signed) *Thomas Gray.*

Stourbridge.

(M. 6080.) — No. 64 —

Jersey Proving-House Company to Board of Trade.

Sir, Jersey, 13 June 1868.

* See *ante*, No. 58. In reply to your letter (M. 5413) of the 4th instant,* stating that in consequence of "The Chain Cable and Anchors Act, 1864," not being registered in Jersey, the Board of Trade have not the power to grant a license to this society's chain testing machine, I am directed by the committee of this society to state that although they concur in the opinion of the Crown officers of this island that it is not desirable that said Act should be registered therein, yet they beg to submit that the fact of this society's chain testing machine being recognised by the Board of Trade, could in no way affect the privileges of this island. The machine belongs to a private company of shipowners, and has hitherto been of great service, but unless licensed by the Board of Trade must become perfectly useless.

The committee would respectfully observe that the alterations which the testing machine has undergone, and which have involved a large outlay, have been made at the recommendation of Mr. Robert Galloway, the Inspector appointed by the Board of Trade, and when Mr. Galloway revisited Jersey in 1866, he suggested further additional requirements, which have also been performed; everything in fact that Mr. Galloway pointed out as being necessary to be done, so as to obtain the sanction of the Board of Trade to test chain cables, &c., has been complied with.

Under these circumstances, the committee trust that the Board of Trade will please reconsider this matter, and request Mr. Galloway to complete his inspection of this society's chain testing machine.

I remain, &c.

The Assistant Secretary, (signed) *Elias A. Neel*,
Marine Department, Board of Trade. Secretary.

(M. 6080.) — No. 65. —

Board of Trade to Jersey Proving-House Company.

Board of Trade, Whitehall,

Sir, 19 June 1868.

† See *ante*, No. 64. In reply to your letter of the 13th instant,† relating to the inspection of the testing machine belonging to your company, I am directed by the Board of Trade to inform you that as they have not the power under "The Chain Cables and Anchors Act, 1864," to grant a license for the machine in question, and as it is not considered desirable that the said Act should be registered in Jersey, this Board would not be justified in instructing their Inspector (Mr. Galloway) to proceed to Jersey for the purpose of inspecting the machine.

I am, &c.

Elias A. Neel, Esq., Secretary, (signed) *Thomas Gray*.
Jersey Proving-House Company, Jersey.

— No. 66. —

(M. 6664.)

Mr. *Galloway* to Board of Trade.

Sir, 4 July 1868.

I beg to forward a statement of my proceedings as Inspector under the Anchor and Cable Act, for the quarter ending the 30th day of June 1868.

I have, &c.

The Assistant Secretary, (signed) *R. Galloway*.
Marine Department, Board of Trade.

Enclosure in No. 66.

EXTRACTS from REPORT of PROCEEDINGS.

1 April	1868	Birmingham.—Proceeded to Tipton to the works of Mr. Parkes to test lever of testing machine; found that with a pull of 60 tons the lever sprung 5-16th of an inch; requested Mr. Parkes to send for the maker of the lever, as I did not like to take the responsibility of testing it to 100 tons.
8 April	„	Proceeded to Tipton to test the machine at Mr. Parkes' works; after repeated trials was obliged to give up, on account of the chain breaking each time; although this chain formerly stood 100 tons it now broke at 80. Mr. Parkes will now make some rods to test the machine. Sent in instructions.
25 April	„	Glasgow.—Called on Mr. Muirhead; then proceeded to the proving-house. Had the levers taken apart and examined the knife-edges, to be put together ready to test the machine on Monday.
26 April	„	Sunday.—Glasgow.
27 April	„	Glasgow.—At proving-house, tested the machine with 50, 100, and 150 tons, all in order. Delivered my certificate. Called at Surveyor's office.
12 May	„	Birmingham.—Proceeded to Tipton to test cable machine; after trying the rods found they were too long for the machine; to be shortened and ready for Thursday morning. Requested Mr. Parkes to make and forward an anchor to Waterford.
14 May	„	Birmingham.—Proceeded to Tipton with the maker of the machine to test it to 100 tons; after repeated trials could not get the 100 tons, at last the cylinder cover gave way, which put a stop to the testing. With Mr. Bloomer, Mr. Hingley, and Mr. Aston.
18 May	„	Proceeded to Birmingham.
19 May	„	Birmingham.—Proceeded to Tipton, and completed the testing machine at the works of Mr. Parkes; proved it to 50, 70, 80, 85, 90, 95, and 100 tons.
8 June	„	Newcastle.—Proceeded to Gateshead; examined levers, discovered a bad knife-edge and others requiring repair, &c. Sent telegram to Board asking instructions. Called upon Mr. Crawshay. Met Mr. Brown; explained to him that in future he must write direct to the Board instead of to me. Received telegram from Board to remain and complete inspection.
9 June	„	Newcastle.—Proceeded to Abbot's; making good progress with repairs. With Mr. Crawshay; told him that in future he must write the Board direct when he required my attendance. With Mr. Whittaker, consulting about "Fairy's" boilers, &c.
10 June	„	Newcastle.—Proceeded to Gateshead; repairs completed, examined levers, adjusted them, &c., &c.
16 June	„	Birmingham.—Proceeded to Netherton; examined the testing machine at Bishton's wharf, Dudley Wood. Had a conversation with Mr. Bishton about the certificates he issues. Returned to Birmingham, where I found telegram from Board not to proceed to Newcastle. With Mr. Parkes and Mr. Hingley.
21 June	„	Sunday.
24 June	„	Newcastle.—Proceeded to Gateshead to Hawks, Crawshay, & Co.'s works; pointed out more clearance was required to allow the levers of the testing machine to work freely; the levers to be taken down ready for examination in the morning. With Mr. Whittaker; found that with Mr. Bone's assistance, the work of the port is now well in hand.
25 June	„	Newcastle.—Proceeded to Hawks, Crawshay, & Son's; found upon examination that the levers were very badly fitted, and must be set right. Sent telegram to Board of Trade asking instructions.
26 June	„	Newcastle.—Proceeded to Hawks, Crawshay, & Son's; work going on slowly.
27 June	„	Newcastle.—Proceeded to Hawks, Crawshay, & Son's; work going on very well.
28 June	„	Sunday.—Newcastle.
29 June	„	Newcastle.—Proceeded to Gateshead; levers to be ready to-morrow.
30 June	„	Newcastle.—Proceeded to Hawks, Crawshay, & Son's; examined levers and weights all correct, to be put together by the morning.

4 July 1868. *R. Galloway.*

— No. 67. —

(M. 7536.)

Mr. *Galloway* to Board of Trade.

Sir, 3 August 1868.

I BEG to forward a statement of my proceedings as Inspector under the Anchor and Cable Act, and other duties, for the month ending 31st July 1868.

I am, &c.

The Assistant Secretary, (signed) *R Galloway.*
Marine Department, Board of Trade.

N.B.—This was sent to the Surveyor General of steam-vessels, for his information.

Enclosure in No. 67.

EXTRACTS from REPORT of PROCEEDINGS.

1 July - 1868	Newcastle.—Attending to the testing machine at Messrs. Hawks, Crawshay, & Son's; tested the machine (after repeated trials) to 112½ tons; to examine levers in the morning, the chain having broke at 100 tons. Wrote to Mr. Gray.
2 July - „	Newcastle.—At Messrs. Hawks, Crawshay, & Son's; examined the levers, and delivered my certificate. Proceeded to London by the mail train.
3 July - „	Arrived home; then to East India Avenue; then to Messrs. Brown, Lenox, & Co., Millwall; examined and measured the levers (after adjusting the templet), found them correct; to be put together ready for the morning. Returned to Board of Trade the papers relative to Hawks and Crawshay's application.
4 July - „	East India Avenue; proceeded to Messrs. Brown, Lenox, & Co., and tested the machine from one to 250 tons.
5 July - „	Sunday:
6 July - „	East India Avenue; delivered my certificate to Messrs. Brown, Lenox, & Co.
13 July - ,	Newcastle.—Proceeded to Sunderland to the proving-house to examine testing machine; had the levers taken down for examination; found that some of the knife-edges required adjusting; men commenced to set them in order. Informed Mr. Gray.
14 July - „	Newcastle.—Proceeded to Sunderland; the knife-edges will be ready by to-morrow, ready to test. Informed Mr. Gray.
15 July - „	Newcastle.—Proceeded to Sunderland. Adjusted the levers and tested the machine to 100 tons; examined all parts, and found all in good condition.
22 July - „	Birmingham.—Proceeded to Tipton; met Mr. Bloomer by appointment at the proving-house; gave directions to take levers down and prepare them for measurement.
23 July - „	Birmingham.—Proceeded to Tipton; levers and weights out, waiting for templet to test the lengths. Mr. Bloomer and Mr. Parkes present.
24 July - „	Birmingham.—Proceeded to Tipton; templet required alteration, and knife-edge required grinding; weighed all the weights.
25 July - „	Birmingham.—Proceeded to Tipton; put in a new knife-edge bed. Applied templet; found levers correct; put levers together, adjusted them, and tested the machine to 50, 75, and 100 tons, all in order. Forwarded my certificate to Mr. Bloomer. Proceeded to London.

31 July 1868. *R. Galloway.*

— No. 68. —

(M. 7924.)

Mr. *H. Vellacott* to Board of Trade.

4, Bute Dock Chambers, Cardiff,
Sir, 20 August 1868.

When Mr. Commissioner Hughes attended here to put down crimping I asked him some questions, to which he referred me to you for replies.

1st. Whether as we are obliged periodically to lose much time and the work of our crews in going through the forms of mock discharges and engagements, this should not free us from fees the rest of the year; supposing a man, from the illness of his family, or a Royal Naval Reserve man leaving for drill, it appears to me hardly fair we should lose 8 *s.* by this.

2nd. Whether some arrangement should not immediately be come to for these whimsical re-engagements to take place on board before a Custom House or shipping officer, the property in steamers being too large to be allowed to take care of itself so frequently? A new steamer that cost 13,000 *l.* left in charge of the mate's and engineer's wives, the captain and all hands being at the Shipping Office in Whitmore-lane, where it takes four hours here, but half-an-hour suffices in Green's Home, London, where merchant shipmasters preside; these have some notion of the value of time.

3rd. Is not a steamer allowed to carry three passengers to 100 tons, like a sailing vessel, without coming under the Passengers' Act? We are running against Spanish boats, and they take any passenger that might offer; we bringing home a distressed subject occasionally, and have to pay income tax, &c. &c. &c.

4th. Your law with respect to boats seems inconsistent and out of proportion. A steamer running to France (crew of 17) was compelled to have five boats. I have been to India with 1,000 souls, and only nine boats. A 22-feet regulation lifeboat is too large for our small crews, consequently gets leaky from disuse. I submit that boats should be proportioned to numbers, not to tonnage.

5th. How much longer are we to have our new chain cables broken by testing? The fibre of the iron is destroyed by the strain, ready to part the first jerk that comes, after bringing up, as this all but caused the loss of one of our boats in Scilly in a winter's gale. On examination I found a flaw in the other steamer's chains. The chainmaker makes up to the strain only; I would, therefore, respectfully suggest breaking the chain in as many places as may be desired, and joining it with shackles, back to back, of some peculiar pattern, which would be a better certificate of proof than the present, as ships have too many papers to carry already.

6th. Why should a steamer be detained for the production of articles for a 10 days' voyage when they have the duplicate in the same office? So many papers being required; for instance, the inward light bill must be taken on board, also A A, A B certificates, then back to Custom House to clear out; steamers have to go through so many antiquated forms for a voyage to Plymouth or Southampton where railways are exempt.

The Post Office certificate is useless, as we have never yet carried a mail, after three years' running. I submit that some of the near continental ports should be exempt; it gives the captain so much to do the few hours he is on shore that he has not time to see his ship or his family, and cannot be as much on the alert as he should be on getting to sea again.

7th. Why are so many landsmen put in authority over us? When our 2 *s.* a month (M. S. period) was taken from us, we were told that deserving captains would be the shipping officers; I paid the Greenwich 6 *d.*, then 1 *s.*, afterwards 2 *s.*, for some years. Where certificated shipmasters rule there is much less trouble; they would muster a crew on board, and thus substitute a real for a sham superintendence, as I am assured has been been done in peculiar cases in some ports, and see the so-called improved state and condition of the merchant seamen. A sailor's bed now consists of a 1 *s.* bag and 3 *d.* of straw, 15 *d.*; a very thin horsecloth for bedding, and very little more than he stand,

in: 30 or 40 years ago the sailor had as good an outfit as the captain (barring quality). In the first ship I went in, every man had a hammock, bed and blankets, chest, two thick coats and trousers, all of which, besides an ordinary outfit, he had to show before signing articles and getting his advance note.

Compare the absence of sailors from the gaols then with the numbers in prison now, also the vagrant class of sailors infesting every port in the East and the Colonies, and see if over-legislation has really improved the service.

I have, &c.
(signed) *H. Vellacott.*

The Secretary,
Marine Department, Board of Trade.

I find on referring to my old journals, that I had never seen but one case of desertion previous to the institution of the register tickets, the price of which at the Cape was half a pint of rum; 70 men were in gaol there in 1846 against an average of 1 to 3 in 1836. One thing is, the sailor has as much right to a purser's name as an actor.

— No. 69. —

(M. 7924.)

Board of Trade to Mr. *H. Vellacott.*

Board of Trade, Whitehall,
27 August 1868.

Sir

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 20th inst.,* and to state that it shall receive consideration.

* See *ante*, No. 68.

I am, &c.
(signed) *Thomas Gray.*

Mr. H. Vellacott,
4, Bute Dock Chambers, Cardiff.

— No. 70. —

(M. 8403.)

Mr. *Galloway* to Board of Trade.

Sir,

10 September 1868.

I HAVE the honour to forward an account of my proceedings as Inspector under the Anchor and Cable Act, and other duties, for the month ending the 31st day of August 1868.

I have, &c.
(signed) *R. Galloway.*

The Assistant Secretary,
Marine Department, Board of Trade.

N. B.—These papers were sent to the Surveyor General of Steam Vessels for his information.

Enclosure in No. 70.

EXTRACTS from REPORT of PROCEEDINGS.

1868:	
5 August -	Liverpool.—Proceeded to King's Dock machine; knife-edges and beds not ready.
	To Mr. Lyster; dockyard. He informed me that the new anchor machine at Birkenhead is ready for inspection.
6 August -	Liverpool.—Proceeded to King's Dock machine; knife-edges and beds repaired; requested the levers to be put together ready for my inspection next morning.

1868:	
6 August -	Proceeded to Birkenhead; some of the knife-edges out; waited until all were taken apart; examined them, and found two defective and five of the beds; they were sent at once to the dockyard to be repaired. The new anchor machine not quite ready; the regulating gear to be altered.
7 August -	Liverpool.—Proceeded to King's Dock machine; examined levers and tested the machine to 72 tons; all in order. Then to the dockyard to see Mr. Ellacott about the new anchor machine at Birkenhead, and arranged to postpone inspection until alterations are completed. Then to Birkenhead; examined knife-edges and beds; levers to be put together as soon as possible; wrote to Mr. Simpson, Sunderland, informing him that I would be with him on Tuesday.
8 August -	Liverpool.—Delivered to Mr. Ellacott my certificate for the King's Dock machine; Birkenhead machine to be ready on Monday.
10 August -	Liverpool.—Proceeded to Birkenhead; examined No. 3 machine and tested it; indicator showing 99¾ tons, and levers 100 tons. No. 2 machine not ready.
11 August -	Liverpool.—Proceeded to Birkenhead; examined the levers and tested the machine to 300 tons; could not get the levers to act correctly until four o'clock; caused by the alteration and lining up of the knife-edges and beds. Forwarded my certificates for these two machines to Mr. Ellacott. Returned to Board of Trade the papers respecting the Liverpool machines, with note thereon.
12 August -	Liverpool.—Proceeded to Newcastle.
13 August -	Newcastle.—Proceeded to Sunderland; examined levers and knife-edges of both machines Nos. 8 and 9. No. 8 machine requires an additional piece of cover to bed; knife-edges dressed up; refixed levers and tested the machine to 50, 75, and 100 tons (the chain broke at 80 tons and had to be mended); when cover is made good can deliver my certificate. No. 9 machine; knife-edges require dressing up to be ready by the morning. Sent in to Board of Trade remarks on compass circular.
14 August -	Newcastle.—Proceeded to Sunderland; examined and tested No. 9 machine; tested it to 20 tons by levers. The piece of cover to the cable machine completed; all in good order, and delivered my certificates. Wrote Mr. Carr, Low Walker, that I would attend in the morning,
15 August -	Newcastle.—Proceeded to Low Walker; examined the anchor machine and tested it; working very well. The chain machine not ready; the new main centre-piece being fitted.
18 August -	Newcastle.—Proceeded to Low Walker; found the new main centre-piece would not fit on account of a mistake in the length; had the old centres put in and tested the machine; found all in order, and delivered my certificates for both machines.

10 September 1868. *R. Galloway.*

— No. 71. —

(M. 8484.)

Mr. *Galloway* to Board of Trade.

Hen and Chickens Hotel, Birmingham,
14 September 1868.

Sir,

I HAVE the honour to forward a letter from Lloyd's Committee requesting that their testing machine at Poplar may be inspected, and to ask your instructions thereon.

I am now busy with the testing machine belonging to Mr. Bloomer; on Saturday, when the levers were being taken down, one of the knife-edges was found to be broken; the new one is not yet ready, but hope to see all in order by to-morrow night.

When at Gold's Hill this morning I was informed that the public machine at Bloomfield had broken down, I thought it my duty to proceed there and report to you; I found the damage was very slight; one of the suspension rods had broken; this was soon repaired, and the machine is now in good order.

I have, &c.
(signed) *R. Galloway.*

The Assistant Secretary, Marine Department,
Board of Trade.

Enclosure in No. 71.

Lloyd's Register of British and Foreign Shipping,
2, White Lion Court, Cornhill, E.C.
7 September 1868.

Sir,

I AM directed to remind you that the license granted by the Board of Trade to the testing machine No. 14, at this Society's Proving House at Poplar, will expire on the 15th September next, and I request you will be good enough to take the necessary steps for the renewal of the license in question.

I am, &c.
(signed) *Henry Adams*, pro Secretary

R. Galloway, Esq., London.

— No. 72. —

(M. 8577.)

Solicitor of Customs to Board of Trade.

[*N.B.*—The letters numbered 41 and 63, of the 29th February and 30th June from the Board of Trade to Messrs. *Wood Brothers* were forwarded to the Solicitor to Customs.]

THE cases of Messrs. William Stewart, Joseph Billingham, and William Griffin, involve the offence of selling untested and unstamped chains and cables, and also untested and unstamped anchors over the weight of 186 lbs., contrary to the provisions of section 11 of the Act. The receipts of the sellers would be *pro tanto* evidence of the sale, but, to render a conviction probable the purchaser should prove, especially as respects the chain cables, that at the time of the purchase he stated that he wanted them for a sea-going ship, and, as to the anchors, similar proof should be made. The preamble of the Act clearly intends to confine its application to sea, not river or lake navigating vessels; if this can be proved a prosecution might be instituted. * * * * * *

As regards the case of Mr. Bishton, I have carefully considered it with reference to the 12th section of the Act. That section creates no fewer than seven distinct offences which need not be enumerated or specified here, inasmuch as the certificate of Mr. Bishton, the superintendent of the Netherton chain-testing machine is framed in terms which keep him clear of the provisions creating any of those offences. I am quite satisfied that a prosecution based upon that certificate would fail.

Solicitor's Office, Customs, 17 September 1868. *J. O'Dowd.*

— No. 73. —

(M. 8577.)

Board of Trade to Solicitor to Customs.

The Solicitor, Customs,

Two papers are now annexed that were omitted by mistake. They are W. 4724 and 1248.

These papers show that the mark "W. B.," used by Mr. Bishton, is the proof much approved by this Board for the licensed machine belonging to Wood Brothers.

These

These papers may not influence the solicitor's opinion, but it is well to let him see them at the present stage of the case.

21 September 1868. (signed) *Thomas Gray.*

— No. 74. —

Solicitor to Customs to Board of Trade.

The two annexed papers supply very material information, viz., that, although the certificate given by Bishton does not profess to be one issued under the Act, it may be contended that by his using therein the mark of a tester licensed by the Board of Trade, W. B., the certificate purported to be issued under the statute. I fear, however, that the preliminary proofs referred to in my former report, *i. e.*, that the person procuring the testing of the chain, omitted to inform him that it was for the use of a sea-going vessel, may not be forthcoming. It might be well to write to Mr. Bishton from this office, calling his attention to the provisions of the Act, and informing him that if the offence be repeated a prosecution will be directed by their Lordships.

Customs, 22 September 1868. *J. O'Dowd.*

— No. 75. —

(M. 8577.)

Board of Trade to Solicitor to Customs.

The Solicitor to the Customs

Is requested to take proceedings against Mr. Bishton, unless he sees any grave objections to such a course, in which case he is requested to state what those objections are.

26 September 1868. (signed) *Thomas Gray.*

— No. 76. —

(M. 8577.)

Solicitor to Customs to Board of Trade.

I do not see any grave objection to a prosecution. There is a great deal to be said in support of a conviction. If the Board of Trade are willing to risk it, I shall do the utmost in my power.

Customs, 28 September 1868. (signed) *J. O'Dowd.*

— No. 77. —

(M. 8577.)

Board of Trade to Solicitor to Customs.

The Solicitor,

Will the Solicitor be good enough to institute proceedings.

29 September 1868. (signed) *Thomas Gray.*

— No. 78. —

(M. 8966.)

Mr. *Galloway* to Board of Trade.

Sir, Newcastle-upon-Tyne, 30 September 1868.

I HAVE the honour to forward an account of my proceedings as Inspector under the Anchor and Cable Act, and other duties, for the month ending 30th September 1868.

I have, &c.

The Secretary, signed) *R. Galloway.*
Marine Department, Board of Trade.

N.B.—This was sent to the Surveyor General of Steam Vessels for his information.

Enclosure in No. 18.

REPORT OF PROCEEDINGS.

1868:	
1 September -	Birmingham. Proceeded to Rowley, to the works of Mr. Jones; gave directions to take down the levers, &c., for examination; some difficulty in getting them apart, to be ready by the morning.
2 September -	Birmingham. Proceeded to Rowley; examined knife edges and beds, require cleaning; to be put together ready to test the machine on Friday.
4 September -	Birmingham. Proceeded to Rowley; tested and completed my inspection of the machine at Mr. Jones's works; tested the machine to 50, 75, 85, 95, 100, and 102 tons. Delivered my certificate to Mr. Jones.
8 September -	Birmingham. Proceeded to Netherton; examined the testing machines at Messrs. Hingley's works. No. 38 no alteration, but on taking down levers, the main knife edge was broken, and the bed damaged.
	No. 39 machine; a new cylinder being fitted, will be ready about Friday; arranged to attend to-morrow to examine the levers. Wrote to Mr. Bolton.
9 September -	Birmingham. Proceeded to Netherton; examined the levers of No. 39 machine; one of the beds requires dressing up. Both machines to be ready on Friday.
11 September -	Birmingham. Proceeded to Netherton, to the works of Messrs. Hingley; examined and tested No. 38 machine to 25 tons. Examined and tested No. 39 machine to 75 tons. Both machines in good working order; and delivered my certificate to Mr. Hingley.
14 September -	Birmingham. Proceeded to Gold's Hill, to Mr. Bloomer's works; found one of the knife edges broken; the main levers not out, and would take the whole of the day to get them ready for inspection. Was informed that an accident had happened to the Bloomfield machine; went to it, examined it, and reported to Board of Trade. Reported state of machine at Mr. Bloomer's.
15 September -	Birmingham. Proceeded to Gold's Hill; examined knife edges; got them right, and directed the men to put the levers together ready for the morning. Wrote B. T. that I should return on Thursday.
16 September -	Birmingham. Proceeded to Gold's Hill; examined levers and all in order, and delivered my certificate to Mr. Bloomer.
18 September -	East India Avenue. Proceeded to Lloyd's, Poplar. Requested the levers to be taken down for my inspection; examined the machine, &c.
19 September -	East India Avenue. Proceeded to Lloyd's, Poplar. Examined knife edges of levers; the main bed requires rubbing up; to be ready on Monday or Tuesday.
22 September -	Proceeded to Lloyd's, Poplar. Examined the machine; tested both sets of levers; all working very well.

1868:	
24 September -	Cardiff. Proceeded to the proving house; examined the levers, and requested the manager to replace them ready for the morning. Called at the Custom-house, and received papers relative to Pow and Fawcus's application. Received telegram from B. T. to do so.
25 September -	Cardiff. Attended at proving-house; tested the machine to 230 tons, &c. &c.
29 September -	Newcastle. Proceeded to Abbot's; requested the levers to be taken down for examination. Then to Messrs. Shield's; requested levers to be taken down, then to Pow and Fawcus; requested levers to be taken down. Returned to Abbot's; examined knife edges; required touching up, and one bed renewed, "crushed."
30 September -	Newcastle. Proceeded to Messrs. Shield's; examined the machine, tested it, found all correct (a new set of weights having been provided) all in order. Then to Abbot's; examined the machine and levers; tested them; weight standard requires adjustment; to see them again to-morrow.

30 September 1868. *R. Galloway.*

— No. 79. —

(M. 9275.)

Solicitor to Customs to Board of Trade.

Reg. *v.* W. Bishton.

Sir, Customs, 14 October 1868.

I BEG to transmit for your perusal a letter which I have this day received from Mr. Cumberland, reporting the result of his inquiry into the above case, and with the object of receiving further directions as to the expediency of instituting proceedings against Mr. Bishton. As Mr. Cumberland's stay at Stourbridge is attended with expense, an immediate direction is desirable.

Yours, &c.

The Assistant Secretary, (signed) *J. O'Dowd.*
Marine Department, Board of Trade.

N. B.—Further proceedings abandoned.

Enclosure 1, in No. 79.

Reg. *v.* W. Bishton.

The Talbot Hotel, Stourbridge,
My Dear Sir, 13 October 1868.

THE result of my inquiries yesterday and to-day places this case in so unfavourable an aspect that I deem it right before applying for summons or warrant to bring the facts that I have ascertained under your notice, with the view that you may be in a position to obtain the further directions of the Board of Trade in the matter.

It appears that the stamps used by Messrs. Wood Brothers to indicate that a chain cable has been duly tested by them under the provisions of the Act are as follow :—

B♔T (WB.) The stamp used by Mr. Bishton to show that a chain cable has been tested at his establishment, is simply **WB.** with a number. It further appears that Mr. Bishton has been in the habit of using this stamp for many years, and long prior to the time when Messrs Wood Brothers obtained the authority of the Board of Trade to act as testers under the statute, and to use their stamp to indicate the test.

You will thus see that Mr. Bishton cannot in any sense be said to have used the stamp of any tester, or any stamp, or mark purporting so to be, or any other stamp, or mark, within the provisions of section 12 of the Act, so as to render him liable to be indicted for the misdemeanor.

The stamp used by him is simply his own old trade mark, and the letters **WB.** are his own initials; in fact, so far is he from using the mark of any other person that he might, but for the difference of the oval ring ( ) which incloses the mark of Messrs. Wood Brothers, justly complain that they were making use of the trade mark, which is his by priority of right.

Then with regard to the certificate; for the reasons above stated the presence in it of the mark **WB.** in no way makes it a certificate, purporting to be a certificate under the Act, and there is absolutely nothing else on the face of it to give to it that character. I enclose a form

a form of the certificate used by Messrs. Wood Brothers, to show you the difference. I have, I need scarcely say, the greatest desire to carry out the directions of the Board of Trade, and your own instructions in this matter, but I cannot help feeling that, in point of fact, and of law, we have really no case against Mr. Bishton, and that if I were to go before the magistrates I should (if I may use the expression) be laughed out of court, and what is of far more importance, great discredit would in my opinion be reflected on the Board of Trade for bringing such a case forward.

* * * * * * * * *

In framing an information under section 11 of the Act, it would be essential to state, and on the hearing to prove, that the cable, or anchor, was sold for the use of some particular sea-going vessel, and in neither of the three cases could this be done. I regret very much that things should have so turned out that I should be compelled to express my unwillingness to go on with the case; but I consider anything to be better than that I should take any course calculated to reflect injuriously on the department that I have the honour to serve, and I feel sure that you will think I have judged wisely in seeking for your further instructions, before taking the extreme step of applying to the magistrates for a summons or warrant, especially as the offence is made a misdemeanor.

I would observe, generally, with regard to the Act, that its provisions are so loosely and vaguely worded that, unless by a combination of circumstances, which would be extremely unlikely to happen, a conviction under either of the penal clauses would in my judgment be almost impossible; I beg to send herewith the relative papers, as you may wish to refer to them, and waiting your further instructions as to whether I should do anything more in the matter,

I remain, &c.

J. O'Dowd, Esq.,
&c. &c. &c.

(signed) *R. E. Cumberland.*

Enclosure 2, in No. 79.

B T

PUBLIC CHAIN AND ANCHOR TESTING MACHINES,

Licensed by the Board of Trade, Nos. 20, 21, 24, and 25,

As required by Act of Parliament, 27 and 28 Vict. c. 27.

WOOD BROTHERS (WB.) TRADE MARK.

THIS IS TO CERTIFY that a_____inch _____link chain cable, No._____

and_____fathoms in length has been proved, and sustained a tension
Tons. cwts. qrs. lbs.
of_____ being the Admiralty scale of test.

Tons. cwts. qrs. lbs.

Weight_____

Mark_____

Tested for_____

_____

_____

_____Inspector.

For_____

_____

_____ 186 .

WORKS—*Wood Brothers,* Stourbridge, Cardiff, and Chester.

STORES—*Henry Wood & Co.,* Liverpool; *George Wood & Co.,* London; *Wood Brothers,* Cardiff.

N.B.—Cables and Anchors tested agreeable to Lloyd's Regulations for British and Foreign Shipping, supplied on the shortest notice.

— No. 80. —

(M. 9639.)

Messrs. *Wood Brothers* to Board of Trade.

2 & 3, Garford-street, Limehouse, London, E.,
26 October 1868.

Sir,

We have reason to believe that an anchor has just been supplied to the "Argo," ying in the Surrey Dock, which has not been tested in accordance with your egulations. We shall be glad to know if this is according to law?

The ship will probably sail to-morrow.

We are, &c.
(signed) *George Wood & Co.*,
for *J. Hy. Morgan.*

The Secretary,
Marine Department, Board of Trade.

— No. 81. —

(M. 9639.)

Board of Trade to Messrs. *Wood Brothers.*

Board of Trade, Whitehall, 31 October 1868.

Gentlemen,

I am directed by the Board of Trade to acknowledge the receipt of your letter of the* 26th instant, stating that an anchor had been supplied to the ship "Argo" which had not been tested, and requesting to know if such an act was according to law. See *ante*, No. 80.

In reply, I am to state that it would appear that the proceeding referred to was not in accordance with the law, but it would appear to be a case in which the Board of Trade are not required to interfere.

I am, &c.
(signed) *Thomas Gray.*

Messrs. Wood & Co.,
2 & 3, Garford-street, Limehouse, E.

— No. 82. —

(M. 10,866.)

Mr. *Galloway* to Board of Trade.

5 December 1868.

Sir,

I have the honour to forward an account of my proceedings as inspector, under the Anchor and Cable Act, and other duties, for the month ending 30th November 1868.

I have, &c.
(signed) *R. Galloway.*

The Assistant Secretary,
Marine Department, Board of Trade.

Enclosure in No. 82.

Extract from Report of Proceedings.

2 Nov. 1868.	Birmingham.—Proceeded to Wolverhampton (Mornmore Green) to the works of Messrs. Bayliss & Co., and examined the knife-edges of the testing machine, &c., &c.
3 Nov. „	Birmingham.—Delivered my certificate to Messrs. Bayliss & Co.; proceeded to London.

5 December 1868. *R. Galloway.*

— No. 83. —

(M. 110.)

Mr. *Galloway* to Board of Trade.

Sir, East India Avenue, 4 January 1869.

I HAVE the honour to forward an account of my proceedings as Inspector under the Anchor and Cable Act, and other duties, for the month ending 31st December 1868.

I have, &c.

The Assistant Secretary (signed) *R. Galloway.*
Marine Department, Board of Trade.

N.B.—This was sent to the Surveyor General of Steam Vessels for his information.

Enclosure in No. 8.

EXTRACTS FROM REPORT OF PROCEEDINGS.

1868 :	
1 December -	Wolverhampton.—Proceeded to Cradley, to the works of Messrs. Mountford, Homer, & Mountford; examined and tested the machine; levers to be taken down for my inspection next morning.
2 December -	Wolverhampton.—Proceeded to Cradley; examined the knife-edges of the levers; all in good condition; machine in good working order; returned to Wolverhampton.
3 December -	Wolverhampton. Forwarded my certificate to Messrs. Mountford, Homer & Mountford. Proceeded to London.
6 December -	Sunday.
7 December -	Proceeded to Lloyd's proving-house, Poplar; examined knife-edges of the levers; levers to be put together ready for my inspection in the morning.
8 December -	East India Avenue.—Proceeded to Lloyd's proving-house, Poplar; examined the levers and the machine, tested it to 10, 20, 30, and 40 tons; all in good condition; delivered my certificate to Mr. Seyfang.
11 December -	Birmingham.—Proceeded to Netherton; examined the knife-edges of the levers, found several required repairing, also a new bolt and stop plate. Will take until Monday. Wrote to Mr. Gray.
14 December -	Wolverhampton.—Proceeded to Netherton; examined the repaired knife-edges; had the levers replaced, and tested the machine to 150 tons. With Mr. Hingley, &c.
15 December -	Wolverhampton.—Delivered my certificate to Mr. Bloomer (for the Netherton machine). Returned to London.

4 January 1869. *R. Galloway.*

— No. 84. —

(M. 1146.)

Mr. *Galloway* to the Board of Trade.

Sir, Cardiff, 2 February 1869.

I HAVE the honour to forward an account of my proceedings, as Inspector under the Anchor and Cable Act, and other duties, for the month ending 31st January 1869.

I have, &c.

The Assistant Secretary, (signed) *R. Galloway.*
Marine Department, Board of Trade.

N.B.—This was sent to the Surveyor General of Steam Vessels for his information.

Enclosure in No. 84.

EXTRACTS FROM REPORT OF PROCEEDINGS.

1869 :	
19 January -	Chester.—Proceeded to Messrs. Wood's works; inspected levers, &c., and the top levers to both machines require adjusting; then to the public proving-house; gave directions for the levers to be taken down for examination.
20 January -	Chester.—Proceeded to Messrs. Wood's works; examined the two top levers, but found the required alteration had not been properly made; examined levers at public proving-house; all in order except the top lever to the anchor machine; called upon Mr. Wakefield.
21 January -	Chester.—Proceeded to Messrs. Wood's works; waited until the levers were ready; adjusted the balance to dead-weighted levers of anchor machine, and tested it. Adjusted the levers to cable machine, and tested it. Then to public proving-house; adjusted levers of cable machine, and tested it to 150 tons. Then tested anchor machine, but could not complete my inspection, as the man when chipping the counter-balance weight to levers broke it; a new one to be made during the night.
25 January -	Chester.—Proceeded to public proving-house, and adjusted levers to anchor machine. Delivered my certificates to Mr. Wakefield, and also to Mr. Wood, for the testing machines at his works.

2 February 1869. *R. Galloway.*

— No. 85. —

(M. 1410.)

Mr. *Galloway* to Board of Trade.

Sir, London, 11 February 1869.

I HAVE the honour to forward a letter I have received from Mr. Tregenna, Superintendent of the Public Proving-house, Bloomfield, Tipton, Staffordshire.

I have, &c.

The Assistant Secretary, (signed) *R. Galloway.*
Marine Department, Board of Trade.

P.S.—I propose leaving here to-morrow for Newcastle—Station Hotel.

Enclosure in No. 85.

Sir, Proving House, Tipton, 9 February 1869.

I BEG most respectfully to inform you that a man named Solomon Cartwright, of High-street, Cradley, came here to-day and made the following statement, which he is prepared to have corroborated by witnesses, viz., that 30 anchors have been sent away from a private licensed machine during the last month, duly stamped and certified, without having been tested; also a large quantity of chain in like manner.

Further, that out of all the anchors sent from one machine during six months only four were tested, although all were stamped and certified.

This information being given me unsolicited, I thought there could be no harm in bringing you acquainted with it, knowing how much you disapprove of such proceedings.

I have, &c.

R. Galloway, Esq., the Gresham Club, (signed) *Samuel Tregenna.*
King William-street, London, E.C.

P.S.—He says also that the place and dates shall be forthcoming, if properly remunerated for such information.

S. T.

— No. 86. —

(M. 1637.)

Mr. *Galloway* to Board of Trade.

5, East India Avenue, Leadenhall-street,
18 February 1869.

Sir,

I HAVE the honour to forward a letter received by me from Mr. Cartwright, of Cradley, referring to some charges against "a firm in the chain and anchor trade," asking your instructions thereon.

I have, &c.
(signed) *R. Galloway.*

The Assistant Secretary,
Marine Department, Board of Trade.

Enclosure in No. 86.

Sir,

High-street, Cradley, 13 February 1869.

WILL the Board of Trade be likely to investigate some charges laid against a firm in the chain and anchor trade for certifying goods by insuring certificates when such goods have never been tested? The person who is in a position to prove the charges is a straightforward and honourable man, who is about to leave the neighbourhood, having no employment there. The case is a good one, and to further the end of justice should be investigated. A reply by return of post at your earliest convenience will oblige.

R. Galloway, Esq.

P.S. Address Mr. Solomon Cartwright, High-street, Cradley, near Brierly Hill.

— No. 87. —

(M. 1410.)

Board of Trade to Solicitor to Customs.

The Solicitor.

CAN the Solicitor ascertain from this man what are his facts, and report whether a conviction is probable?

(signed) *Thomas Gray.*

16 February 1869.

— No. 88. —

(M. 1410.)

Solicitor to Customs to Board of Trade.

Customs, 19 February 1869.

I SUBMIT that it is very undesirable to have any written communication with the man Cartwright. The disclosures which he makes, and which it is evident have some foundation in fact, since he states his readiness to corroborate them by witnesses, and to supply place and dates, are of so serious and, I may say, of so startling a character, that they appear to me to require grave consideration and cautious action. The information given, in effect, points to a wholesale infraction of the provisions of Section 12 of the Act on the part of one or more licensed testers, no doubt, in the neighbourhood of Cradley, and who have thereby rendered themselves liable to prosecution for misdemeanour, the offence being the writing and delivery of certificates of testing and stamping under the provisions of the Act, the parties knowing that the anchors and chain in question had not been so tested and stamped.

I think that the most judicious course under the circumstances will be for a gentleman in this department to repair to the spot, and, if the facts stated can be established by trustworthy and competent witnesses, at once to institute proceedings.

(signed) *Almaric Rumsey.*

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 89. —

(M. 1410.)

Board of Trade to Solicitor to Customs.

The Solicitor, Customs.

Will the Solicitor be good enough to direct some one to proceed as he suggests.

(signed) *Thomas Gray.*

20 February 1869.

— No. 90. —

(M. 1725.)

Secretary of Lloyd's Register to Board of Trade.

Lloyd's Register of British and Foreign Shipping,
2, White Lion Court, Cornhill, E.C.,
20 February 1869.

Sir,

I am directed to send you, for the information of the Committee of Privy Council for Trade, the accompanying extract of a letter which has been received from the superintendent of one of the public chain and anchor proving establishments recognised by the committee of this society, which they think you may consider deserving your attention. 2 Enclosures.

I at the same time transmit to you copy of a letter, dated the 17th instant, received from Mr. E. Shore, of Dudley, bearing upon the subject above alluded to.

I am, &c.

Thomas Gray, Esq.,
Board of Trade, Whitehall, S.W.

(signed) *Geo. B. Seyfang,*
Secretary.

Enclosure 1, in No. 90.

Extract of a Letter, dated 13th February 1869.

In connection with the annual report of chains and anchors forwarded you yesterday, I now respectfully beg to state, for the information of Lloyd's Committee, that all, or nearly all, the chains which have been condemned by me have been repaired by the owners, and sent to one or other of the testing machines licensed by the Board of Trade, and certificates obtained for them, stating that these chains had been tested to the Admiralty proof strain, according to size; but from information received from various sources, I have reason to believe that a great proportion of these condemned chains are not tested to the Admiralty strain, and that many hundreds of fathoms of them (as well as other chains) are sold, and Board of Trade certificates granted for them, although they have not been subjected to any proof whatever, after being condemned at the public proving-house.

I would also beg to state, that during some months of the past year I have had many cases wherein chain makers sent chains for proof that were sold for what is termed "lump sums;" on measuring these I found some of them scarcely the nominal size, others under it, and nearly all short of the proper length, but, in every case I insisted on having chains of the proper length and diameter before I certified for them. Many chains have also been sent here, with several links in them too small in the weld, having been worked down too much by the workmen.

Enclosure 2, in No. 90.

Sir, Shaw-road, Dudley, 17 February 1869.

I HAVE for a considerable time experienced great difficulty and heavy expenses in getting my chains and anchors tested at a private B. ♔ T. licensed machine.

The fortunate owners of this class of testing monopoly have now decided to charge the exorbitant fee of two-thirds of the charge that would be incurred, if tested at a public machine, making it impossible for me to compete with them; there are others in the same position as myself, and to meet the difficulty I have proposed to 10 of them to subscribe a sufficient amount, with a view to the erection of a testing machine to pass the B. ♔ T. licensed requirements.

My object, in submitting this is to ask you whether, in the event of the licensed machine being abolished, and I hope the day is not far distant when such will be the case, so long as makers of chains and anchors are allowed to issue certificates of proof, the disgraceful disclosures that occur daily will still exist, whether it would be possible to place such machine under your inspection, and so call it a public testing works?

Your attention and reply is solicited by

Yours, &c.

G. B. Seyfang, Esq., London. (signed) *Edward Shore.*

—No. 91.—

(M. 1762.)

(Left at the Board of Trade by Mr. Bloomer.)

CASE.

THE Act 27 & 28 Vict. c. 27, intituled "An Act for regulating the proving and Sale of Chain Cables and Anchors," after reciting that it is essential for the better security of lives and property afloat in sea-going ships, to make provision for the proper testing of chain cables and anchors, enacts, amongst other things (sect. 11), that from and after 1st July 1865, it should not be lawful for any maker of, or dealer in, chain cables or anchors, to sell, or contract to sell, for the use of any vessel, any chain cable whatever, or any anchor exceeding 168 lbs., unless such chain cable or anchor shall have been previously tested and duly stamped in accordance with the provisions of that Act, and then proceeds to impose a penalty upon conviction of the offence.

The Act is, however, evaded in the case of chain cables and anchors not supplied by the English maker or dealer directly for the use of a vessel, the plan adopted being to send them unproved to America, or elsewhere beyond the dominions of Her Majesty, to an agent there, by whom they are sold for the same purposes for which, if sold in England, they would require to be duly tested in accordance with the Act.

Your opinion is requested on behalf of the Staffordshire Public Chain and Anchor Testing Company (Limited), whether this be an infringement of the Act, and whether there is any difference between consigning them to an agent abroad to sell as above-mentioned, and selling them absolutely to a foreign merchant?

OPINION.

I am of opinion that the course of business stated does not involve an infringement of the Act. There is no sale of the chains or anchors at all in this country; and a sale in America is clearly not an infringement of the Act.

1 November 1865. (signed) *George Mellish.*

— No. 92. —

(M. 1894.)

MEMORANDUM by Mr. *Solomon Cartwright.*

3 December 1868	30 furlongs, ¾ stud. Barry Hingley.
10 „ „	1 length, 1⅛ best chain.
11 „ „	1 „ 1½ short link.
12 „ „	1 inch stud, broke three times, and the lids not down.
14 „ „	8 cwt. 1½ in. from Yardley's.
15 „ „	3 Rogen's anchors, from Griffen's
29 „ „	1 anchor, 16 *cwt.* 0 *qrs.* 16 *lbs.*
30 „ „	1 „ 16 „ 3 „ 14 „
30 „ „	6 lengths, 1⅛ in. short link.
30 „ „	4 anchors, 15 *cwt.* 0 *qr.* 10 *lbs.*; 10 *cwt.* 1 *qr.* 0 *lb.*; 19 *cwt.* 0 *qr.* 20 *lbs.*; 23 *cwt.* 0 *qr.* 26 *lbs.* "All for Mountford."
1 January - 1869	1 anchor, 2 *cwt.* 1 *qr.* 20 *lbs.*
1 „ „	1 „ 2 „ 0 „ 9 „ } from Lane's.
1 „ „	1 „ 2 „ 0 „ 4 „
1 „ „	1 „ 2 „ 0 „ 14 „
8 „ „	1 Rodgen's anchor, 8 *cwt.* 1 *qrs.* 0 *lbs.* } Mountford.
9 „ „	1 „ „ 10 „ 2 „ 14 „
21 „ „	6 anchors from Griffin's.
21 „ „	4 „ from Lane's.
21 „ „	1 length, 1$\frac{1}{16}$ stud, 9 *cwt.* 1 *qr.* 0 *lb.*
27 „ „	1 anchor, 3 *cwt.* 0 *qr.* 0 *lbs.*
27 „ „	1 „ 4 „ 0 „ 20 „ } Mountford.
27 „ „	1 „ 9 „ 1 „ 0 „
30 „ „	1 length, 1⅛ in. stud, 9 *cwt.* 2 *qrs.* 0 *lbs.* } Wm. Stewart & Co.
30 „ „	1 anchor - - 12 „ 2 „ 2 „
1 February 1869	3 lengths, short link.
1 „ „	1 anchor, 4 *cwt.* 2 *qrs.* 2 *lbs.*
1 „ „	1 „ 2 „ 1 „ 14 „
5 „ „	1 length, 1⅛ short link Welch iron.
5 „ „	2 anchors, 4 *cwt.* 3 *qrs.* 21 *lbs.*; 19 *cwt.* 2 *qrs.* 0 *lbs.* Mountford.
6 „ „	1 „ 5 „ 2 „ 0 „ - - - - ditto.
6 „ „	1 „ 2 „ 2 „ 0 „ - - - - Lane's.

High-street, Cradley, Brierly Hill.

(signed) *James Hackett,* Overlooker.
Gilbert Attwood, Stamper.
Henry Woodhouse.

Bevis has had the men in his office, and asked them to say all Cartwright says is untrue.

Thomas Binns lodges at his father's, opposite Tye Church.

Cartwright worked for M. H. and M. for 13 months, and never saw one anchor of their own make proved.

— No. 93 —

Solicitor to Customs to Board of Trade.

Customs, 25 March 1869.

THE particulars contained in these papers form the substance of what I succeeded in ascertaining on the occasion of my visit to the neighbourhood of Cradley, at the latter end of February last, pursuant to the directions of the Board of Trade, in the accompanying Papers (M. 1410/69, &c.), and of your instructions; but I found that the certificates in question, without which, of course, nothing could be done, had been sent away with the goods, and having discovered in two instances where they had gone to, I communicated with the holders of them, who undertook to produce them when required; and this being so I was prepared to institute proceedings against the alleged offender, who it appears is a foreman or superintendent, named Thomas Binns, in the employment of Messrs. Mountford, Homer, & Mountford, of Cradley; but on a close examination of the proposed witnesses prior to applying for summons, I found

I found that their statements varied to so great an extent, and as to two of them (Gilbert Atwood and Henry Woodhouse) were so very far short of what I had been led to anticipate, that I could arrive at no other conclusion than that some influence had been brought to bear upon them with the view to upset the proceedings. However this may be, I could only take the evidence as I found it; and it was manifestly insufficient. I did not therefore feel myself justified in involving the Board of Trade in a prosecution which would be productive of very considerable expense, and could lead to no useful result. There have, no doubt, been grave irregularities on the part of Messrs. Mountford & Co., and their servants, but it is impossible to bring them home, and I submit that the only remedy for cases of this kind is an extensive amendment of the Act, which in its present imperfect state appears to be worse than useless.

It is to be regretted that nothing can be done, but I trust you will consider that, under the circumstances, I have taken the most judicious course in the interests of the Crown.

(signed) *R. E. Cumberland.*

The Solicitors of Her Majesty's Customs,
&c. &c. &c.

— No. 94. —

(H. 4528.)

Commissioners of Irish Lights to Board of Trade.

Irish Lights Office, Westmoreland-street,
Sir, Dublin, 22 December 1868.

I AM directed by the Commissioners of Irish Lights to forward herewith copy of a report from the Assistant Inspector of Lights, stating that in consequence of a severe wound in his leg, received through accident when in discharge of his duty testing chain cables at Pontypridd, he was obliged to employ medical assistance at a cost of 15 *l.*, as certified by Doctor Faussett.

The Board considers that as Commander Hawes received this injury when employed on duty he is entitled to be repaid the above amount, and would recommend the application to the favourable consideration of their Lordships.

I am, &c.
The Assistant Secretary, (signed) *W. Lees,*
Harbour Department, Board of Trade. Secretary.

Enclosure 1, in No. 94.

Sir, Office of Irish Lights, 16 December 1868.

WHILE testing light ships' cables at Pontypridd on 22nd October, I received a very severe wound on the leg by the parting of the shackle which connected the chain to the testing lever, and which had a strain on it of 37 tons.

The wound although not healed has so far improved that I am out of the doctor's hands. From the date of the accident to the present time I have been under considerable expense, of which the doctor's bill alone forms an item, and which I herewith beg to enclose.

As I met with this accident in the discharge of my duties, I have to beg you will be pleased to move the Board to grant me remuneration for the expense I have been put to.

I am, &c.
Captain Roberts, R. N., (signed) *E. W. Hawes,*
Inspector of Lights. Assistant Inspector of Lights

Enclosure 2, in No. 94.

Dear Sir, Clontarf, 16 December 1868.

IN compliance with your request I beg to say that my charge for professional attendance on you, for the injury of your leg lately sustained, amounts to 15 *l.*

Captain Hawes. (signed) *W. Faussett.*

— No. 95. —

(H. 4528.)

Board of Trade to Commissioners of Irish Lights.

Board of Trade, Whitehall,
28 December 1868.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the * 22nd instant (No. 2342), transmitting a copy of a report from the Assistant Inspector of Lights, stating that in consequence of a severe wound on his leg, received through accident when in discharge of his duty testing chain cables at Pontypridd, he was obliged to employ medical assistance at a cost of 15 *l.* as certified by Dr. Faussett, and recommending the favourable consideration of that report.

* See *ante*, No. 94.

In reply I am to request that you will move the Commissioners of Irish Lights to cause them to be informed whether the cable which broke was tested by a licensed machine, how the accident occurred, and under what circumstances Captain Hawes was present.

I am, &c.
(signed) *C. C. Trevor.*

Secretary to Commissioners of Irish Lights.

— No. 96. —

(H. 140.)

Commissioners of Irish Lights to Board of Trade.

Irish Lights Office, Westmoreland-street,
Dublin, 11 January 1869.

Sir,

WITH reference to your letter of the † 28th ultimo (H. 4528), requesting further information in connection with the application of Commander Hawes, Assistant Inspector of Lights, to be refunded 15 *l.*, expense incurred for medical attendance he was obliged to call in, in consequence of an accident he received when in discharge of his duty testing chain cables at Pontypridd, I am directed to forward copy of a report from the Inspector of Lights submitting a report from Commander Hawes affording the information required.

† See *ante*, No. 95.

I am, &c.
(signed) *W. Lees,*
Secretary.

The Assistant Secretary,
Harbour Department, Board of Trade.

Enclosure 1, in No. 96.

Office of Irish Lights, Dublin,
8 January 1869.

Sir,

HEREWITH I beg to submit a report from Commander Hawes, stating for the information of the Board of Trade the way the accident occurred to him while testing the light ships' cables at Pontypridd. I have also to state for the Board's information that the cables were tested by a licensed machine, though it appears it was not the cable that parted but the shackle connecting the cable with the machine; I have also to state that Commander Hawes went to Pontypridd by my directions; the Board of Trade shortly after the Act of Parliament passed into law placing the general lighthouse authorities under the control of that Board, required that an officer from this establishment should always be present at the testing of the cables supplied by Messrs. Brown, Lennox & Co.

I am, &c.
(signed) *E. F. Roberts,*
Inspector of Lights.

The Secretary
to the Commissioners of Irish Lights.

Enclosure 2, in No. 96.

Sir, Office of Irish Lights, Dublin, 7 January 1869.

In compliance with your directions, to inform you how the accident occurred while I was inspecting the testing of the light ships' cables and buoy chains at Pontypridd, on the 22nd of October last, I beg to state that a strain of 37 tons was placed on the light ship cable, one or two blows having been given to the portion under test; the check shackle which connected the cable to the testing machine, carried away one portion of the shackle stuck into the ground between my heels some two or three inches; another part, the broken forelock, struck me on the calf of the left leg, driving both the trousers and drawers into the leg, and making a severe wound. At the time of the accident I was standing watching the indicator, some eight or ten yards from the spot where the shackle broke.

Medical assistance being on the spot I had the wound dressed, and returned to Dublin the following day, not thinking, however, at the time the injury was either so serious or would have proved so bad to heal.

I am, &c.

Captain Roberts, R.N., Inspector of Lights.

(signed) *E. W. Hawes*, Assistant Inspector of Lights.

— No. 97. —

Board of Trade to Mr. *Galloway*.

Robert Galloway, Esq., is requested to report whether the trough of this machine is fitted with proper covers, and if so, how this serious accident could have happened. Has Mr. Galloway ever granted a certificate for a machine, without first seeing that covers are provided?

15 January 1869. (signed) *Thomas Gray*.

— No. 98. —

Mr. *Galloway* to Board of Trade.

All testing machines licensed by the Board of Trade are fitted with properly constructed covers to prevent accident, should the cable break. In this case it appears that, when the strain was on the cable, it was struck several blows with a hammer. To allow this to be done the cover must have been lifted; a very foolish proceeding.

16 January 1869. (signed) *R. Galloway*.

— No. 99. —

(H. 140.)

Board of Trade to Commissioners of Irish Lights.

Sir, Board of Trade, Whitehall, 21 January 1869.

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 11th instant (No. 55),* relative to the injury received by Commander Hawes, Assistant Inspector of Lights, while testing chain cables at Pontypridd; and with reference to the striking of the cable while under tension, to transmit to you, for the information of the Commissioners of Irish Lights, the enclosed copy of an opinion given by Mr. Galloway, the officer who has the chief control in all matters of testing cables, upon the subject.

*See *ante*, No. 96.

See *ante*, No. 98.

I am to request that you will move the Commissioners to cause this Board to be informed whether the striking, under tension, was done at the request of Commander Hawes; and whether any objection was made to this process by the superintendent of the machine?

I am, &c.

The Secretary, Commissioners of Irish Lights.

(signed) *C. C. Trevor*.

— No. 100. —

H. 347.)

Commissioners of Irish Lights to Board of Trade.

Irish Lights Office, Westmoreland-street, Dublin,
27 January 1869.

Sir,

With reference to your letter of the 21st instant (H. 140),* requesting further information relative to the injury received by Commander Hawes, while present at the testing of chain cables at Pontypridd, I am to forward the enclosed copy of a report from the Inspector of Lights on the subject, which I am to request you will be so good as to submit to their Lordships.

* See *ante*, No. 99.

I am, &c.
(signed) *W. Lees.*
Secretary

The Assistant Secretary, &c. &c.,
Harbour Department, Board of Trade.

Enclosure in No. 100.

Sir,

Office of Irish Lights, Dublin, 22 January 1869.

I have read the Board of Trade's letter of yesterday's date, relative to the injury received by Commander Hawes while present at the testing of the cables at Pontypridd, and to state that the striking of the cables while under tension was done at the request of Commander Hawes, in compliance with directions he received from myself. This practice I adopted about 16 years ago, when the Board first contracted with Messrs. Brown, Lennox, & Co., for lightships' cables, in consequence of finding the cables of the Trinity House Board were similarly tested by their officers, and which I believe still continues to be done by them.

With reference to Mr. Galloway's remarks, probably he is not aware that the lightships' cables, both English and Irish, are of a superior description (being made of scrap iron), to those even used by the Admiralty, and therefore should be quite capable of bearing this additional test.

I am, &c.
(signed) *E. F. Roberts,*
Inspector of Lights.

The Secretary,
Commissioners of Irish Lights.

— No. 101. —

(H. 347.)

Board of Trade to Mr. *Galloway.*

Robert Galloway, Esq.,

Be good enough to make a further report on this, and return the papers to me.

29 January 1869. (signed) *Thomas Gray.*

— No. 102. —

Mr. *Galloway* to Board of Trade.

Had the cover to the machine been lowered, the accident to Commander Hawes would not have happened, because the shackle which proved defective would have been covered over.

I consider the system of striking a cable whilst under proof a very dangerous proceeding, and cannot tell what good it can do beyond what can be obtained by careful inspection.

Although a cable may be made of the best scrap iron, a link is sometimes overheated, or imperfectly welded, yet it may stand the proof strain; but a blow given by a hammer might cause the chain to break at the cracked link, or bad weld, and do serious injury to the people standing near.

This can be avoided by a strict examination after proof, because if a link is cracked, or a weld imperfect (and the striking will not break the cable unless it is so), the defects will be discovered on the examination bench.

This is the plan adopted by the Admiralty and all users of chain cables, except the Trinity Board.

2 February 1869. (signed) *R. Galloway.*

— No. 103. —

(H. 347.)

Board of Trade to Commissioners of Irish Lights.

Board of Trade, Whitehall,
9 February 1869.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the* 27th ult., transmitting a copy of a report from the Inspector of Lights on the subject of the late injury received by Commander Hawes while present at the testing of chain cables at Pontypridd, and in reply I am to forward to you, for the information of the Commissioners of Irish Lights and of their Inspector of Lights, the enclosed copy of the opinion of Mr. Galloway, Inspector of Proving Establishments under the Chain Cables and Anchors Act, as to the inutility of striking cables under proof.

* See *ante*, No. 100.

See *ante*, No. 102.

I am further to state that this Board sanction the repayment to Commander Hawes of the sum of 15 *l.*, the amount of his doctor's account.

I am, &c.
(signed) *C. C. Trevor.*

The Secretary of Irish Light Commissioners.

— No. 104. —

(H 347.)

Board of Trade to the Commissioners of Northern Lights.

Board of Trade, Whitehall,
9 February 1869.

Sir,

I AM directed by the Board of Trade to forward to you herewith, for the information of the Commissioners of Northern Lights, the enclosed copy of the opinion of Mr. Galloway, Inspector of Proving Establishments under the Chain Cables and Anchors Act, relative to an accident which occurred to Commander Hawes, Assistant Inspector of Lights, while present at the testing of chain cables at Pontypridd, in which Mr. Galloway calls attention to the danger and inutility of striking cables under proof.

See *ante*, No. 102.

I am, &c.
(signed) *C. C. Trevor.*

The Secretary of Northern Lights Commissioners.

[*N. B.*—A similar letter was sent to the Secretary, Trinity House.]

— No. 105. —

(H. 723).

Commissioners of Northern Lights to Board of Trade.

Northern Lighthouse Office, Edinburgh,
18 February 1869.

Sir,

I AM directed by the Commissioners of Northern Lighthouses to acknowledge receipt of your letter, dated 9th current (H. 347),† enclosing copy of the opinion of Mr. Galloway, Inspector of Proving Establishments, relative to an accident which occurred to Commander Hawes, Assistant Inspector of Irish Lighthouses. Having laid the same before the Commissioners, I am directed to return their thanks for your communication, and to state that they have directed copies of the same to be sent to their out-door officers.

† See *ante*, No. 104.

I am, &c.
(signed) *Alex. Cunningham,*
Secretary.

The Secretary, Harbour Department, Board of Trade.

— No. 106. —

(H. 890.)

Trinity House to Board of Trade.

Trinity House, London, E.C.,
1 March 1869.

Sir,

I AM directed to acknowledge receipt of your letter* (H. 347), dated 9th ultimo, enclosing copy of the opinion of Mr. Galloway, Inspector of Proving Establishments, as to the danger and inutility of striking cables under proof, and, in reply thereto, I am to state that neither the experience of the Elder Brethren, nor that of their Superintendent in the London District, which has extended over a long period, leads them to the same conclusion; but that, on the contrary, they are of opinion that no examination on the bench will find out an overheated link which has stood the proof strain. I am directed to observe that the blow of the hammer represents that which often occurs to a cable when ridden by in heavy weather, which, after having become taut, slackens, and then springs taut again with a terrific strain, striking in the hawse and grinding over the riding bitts with a sudden action on the links in those places, which resembles very much the blow of the hammer; and it is for this reason that in no place does a cable so often part as in the hawse.

* See foot note, *ante*, No. 104.

With respect to the danger of the process, it appears to the Elder Brethren that a very little care is sufficient to guard against accidents, which have never happened in the Trinity House service; and although they do not feel called on to advise the Irish Lighthouse Board in the matter, they are of opinion that if the Commissioners follow, as they frequently do, the plans of the Trinity House, they will retain a mode of action which has long been in use, and has produced very excellent results.

I enclose some extracts from the report of the superintendent of the London District, and am,

Sir, &c.

The Assistant Secretary,
Harbour Department, Board of Trade.

(signed) *Robin Allen.*

Enclosure No. 106.

REPORT ON TESTING CABLES.—EXTRACT.

"I beg to state that our custom has been to prove the 1-¼inch cable up to 30 tons, and, whilst the proof strain is on, to strike the cable four times with a maul or hammer. If there should be a link which has been overheated in the making, it will most likely break, although it would bear the proof strain and could not be detected under examination. If a link is cracked, or has a bad weld, it can be detected by examination; not so a link which has been overheated; but the shock will try it. Mr. Galloway considers the striking of the cable a dangerous proceeding, and no good beyond that obtained by a careful inspection; now I consider that no inspection by sight will detect a link that has been overheated in the making, but that the blow from the hammer will most likely break it.

(signed) "*E. W. Jones,*
"Superintendent."

— No. 107.—

(M. 2230.)

Board of Trade to Mr. *Galloway.*

R. Galloway, Esq.
FOR his further observations.

16 March 1869. (signed) *Thomas Gray.*

— No. 108.—

Mr. *Galloway* to Board of Trade.

All *chain cables* (except those supplied to the ships of the Royal Navy) ought to be tested in accordance with the Act of Parliament and the Board of Trade regulations :—

The Admiralty proof of 1½-inch stud-link cable is 40¼ tons, but the Trinity Board appear to use short-link cables, because the proof given for 1½-inch chain is 30 tons only. To prove a short-link cable of 1½ inches to 40¼ tons would ruin it, as links would alter their form and the chain become rigid; the Admiralty are aware of this, and knowing that a proper test cannot be applied to short-link chain of same dimensions as stud-link, the latter are used in the Navy.

The Trinity Board endeavour to make up for the insufficient test of short-link cables by striking the chain four times with a hammer when the 30 tons' pull is on, but the weight of the hammer is not given, nor is it stated whether the weight of the hammer is proportioned to the size of the cable, or what regulates the force of the blows; therefore, I am of opinion this cannot be a sure mode of testing, and that the Admiralty regulations of proof are far more certain of detecting defects. When a link is burnt, it is at the parts forming the weld, and I believe such links have been detected by careful examination, but I am not aware that burnt links have broken by striking the cable with a hammer whilst a strain in the proportion of 30 tons to a 1½ inch cable has been applied. In my opinion the blows given by the hammer do harm to the fibre of the iron (without producing any visible defect) by destroying in some measure its elasticity. However severe the strain on a cable may be, by the pull of the ship, the cable is never stretched suddenly to its utmost limit, because between the anchor and the bow of the ship the cable will always assume a curve, which is increased or decreased as the vessel surges, but the most severe strain on a cable is at the hawse pipe, a short nip, and I think a very different strain than the vibration given to a cable by striking it with a hammer. I am still of opinion that striking a chain cable of known good quality, with the small strain of 30 tons to a 1½ inch chain, is not the proper mode to discover defects, and that the practice is dangerous.

19 March 1869. *R. Galloway.*

— No. 109. —

(M. 3613.)

Mr. *John Pepper* to Board of Trade.

Sir, Littlehampton, 22 April 1869.

Knowing the importance the Board of Trade is placing on salve cables, that they should be tested before using again, and to prevent evasions of the Cable Act of 1864, I respectfully request to bring a case under your particular notice; a case in which I pledge myself, with time and some assistance from the Board, to prove a case of evasion of the Act by the master and the owners of the brig "Kinburn," of Whitstable; viz., that she, having parted from some cable within the last 30 months, and replaced it with old, untested cable; and to prove an act of perjury against the captain yesterday, and one of the owners, or a person on behalf of the owners, at Dover County Court, when, on their oath, they stated the "Kinburn" had not parted her cable since she had been owned by them (on or before 1865), and that on and up to 12th of February last she had the same cable, and only the same cable, as when they purchased her, or to that effect; and that, in consequence of those insufficient old cables, the "Kinburn" parted from both in the Small Down, on the 12th of February last, and drove into my vessel, the "John Wesley," doing considerable damage; and that it was in consequence of the evasion, and their perjury, that they gained the verdict.

I am fully impressed, and have been for many years, and, as a shipowner insuring in mutual clubs, have endeavoured to impress on them my full belief, that

that full one-half the loss of anchors and cables, and often life and property, has been occasioned entirely by old, insufficient cables, on board coasting vessels.

And I respectfully request, that on the principle that the Board of Trade prosecute captains for other evasions of Acts, and Orders from the Board of Trade, that they render me assistance in the case in which I am now complaining of; and I repeat, I pledge myself, with time and assistance from the Board, to prove evasions, and those evasions followed up by deliberate perjury.

I shall feel obliged for a reply, with the view taken by the Board.

I am, &c.
(signed) *John Pepper.*

To the Assistant Secretary,
Board of Trade.

— No. 110. —

(M. 3613.)

Board of Trade to Mr. *John Pepper.*

Board of Trade, Whitehall,
29 April 1869.

Sir,

In reply to your letter of the 22nd instant,* respecting an alleged evasion of the provisions of the Chain Cables and Anchors Act, by th owner and master of the "Kinburn," and asking the assistance of the Board of Trade in proving this and other charges against him, I am directed by the Board of Trade to state that they cannot be of any assistance to you in the matter, and would suggest that you should consult your legal adviser.

* See *ante*, No. 109.

I am, &c.
(signed) *Thomas Gray.*

Mr. John Pepper,
Littlehampton, Sussex.

— No. 111. —

(M. 3630.)

Salvage Association to Board of Trade.

Association for the Protection of Commercial Interests
as respects Wrecked and Damaged Property.

Sir,

Lloyd's, London, 22 April 1869.

I was much obliged by your letter of the 9th ult., forwarding me copy of the report on anchors and chains, and also a copy of the Act relating thereto.

The marks which the Act renders compulsory are the *proof* marks only. The object of my communication was to suggest that in the new Merchant Shipping Act, there may be an obligation forced upon anchor makers to place their own mark and *number* upon anchors, and chains, also if possible, the object being that when an anchor is lost, it would be immediately identified as having belonged to the ship that it came from.

I am, &c.
For *J. A. W. Harper*, Secretary.
(signed) *J. A. Heathcote.*

— No. 112. —

(M. 3630.)

Board of Trade to Mr. *Bloomer*.

Merchant Shipping Bill.—Chain Cables Act.

Board of Trade, Whitehall,
27 April 1869.

Sir,

I AM directed by the Board of Trade to transmit to you the accompanying copy of a letter from the secretary to Lloyd's Salvage Association, suggesting, with reference to the proposed Merchant Shipping Bill, that anchor makers should be required to prove their own mark and number upon anchors and chains. This Board will be glad if you will favour them with your observations upon the subject.

See *ante*, No. 111.

I am, &c.
(signed) *Thomas Gray.*

Caleb Bloomer, Esq.,
Hill Top, West Bromwich.

— No. 113. —

(M. 3888.)

Mr. *Bloomer* to Board of Trade.

Hill Top, Westbromwich, 29 April 1869.

Dear Sir,

IN reply to yours of the 27th instant,* I beg to state that so far as my knowledge extends, all respectable anchor makers do put their name and number upon all the anchors they make, and in my opinion it would be well if we were all compelled by law so to do.

* See *ante*, No. 112.

I remain, &c.
(signed) *Caleb Bloomer.*

Thomas Gray, Esq., London.

— No. 114. —

(M. 3943.)

Mr. *Galloway* to Board of Trade.

5, East India Avenue, 3 May 1869.

Sir,

I HAVE the honour to forward a letter I have received from the Superintendent of the public proving-house, Bloomfield, and beg to suggest that I should visit the machine, and report to you its condition. I could do this on my return from Hull.

I have, &c.
(signed) *R. Galloway.*

The Secretary,
Marine Department, Board of Trade.

N.B.—Mr. Galloway's suggestion approved.

4 May 1869. *T. G.*

Enclosure in No. 114.

Proving-House, Tipton, 30 April 1869.

Sir,

I BEG most respectfully to report for your information that the mines are pulling their house very badly, so much so that I find it difficult to keep the dead-weight lever in good working order for a day together.

With your permission, Sir, I purpose using Tangye's "balistic lever," checking it occasionally with the dead-weight lever. Generally they work very nearly together. I beg further to add that it is very likely this house will soon be removed to another site. Should this be the case, Sir, there are many alterations you have desired to have done, which no doubt will be carried out.

I should

I should be very glad if you would grant me an interview when next in this locality; if more convenient to you, Sir, I will meet you in Birmingham.

Awaiting your reply,

I have, &c.
(signed) *Samuel Tregenna,*
Superintendent.

R. Galloway, Esq.,
The Gresham Club,
King William-street, London, E.C

— No. 115. —

(M. 4053.)

Mr. *Galloway* to Board of Trade.

Sir, 5, East India Avenue, 5 May 1869.

I HAVE the honour to forward a statement of my proceedings as Inspector under the Anchor and Cable Act, and other duties, for the month ended 30th April 1869.

I have, &c.
(signed) *R. Galloway.*

The Secretary,
Marine Department, Board of Trade.

Enclosure in No. 115.

EXTRACT from REPORT of PROCEEDINGS.

21 April 1869 - -	Glasgow.—Proceeded to the proving-house; gave directions to take down the levers. Then to the Custom-house to see Mr. Grier, and arranged to attend the examination of engineers. Called at Mr. Muirhead's office. Again proceeded to the proving-house. Examined the knife-edges, &c. &c. The knife-edges and beds to be dressed up, and the levers put together ready for my inspection in the morning. Again with Mr. Grier.
22 April „ - -	Glasgow.—Proceeded to the proving-house. Examined and adjusted the levers, &c. Tested the machine to 100 and 150 tons. Top lever appears weak, but will last a year or two. Delivered my certificate at Mr. Muirhead's office. Attended the examination of engineers.

5 May 1869. *R. Galloway.*

— No. 116. —

(M. 4772.)

Mr. *Galloway* to Board of Trade.

Sir, 5, East India Avenue, 28 May 1869.

I HAVE the honour to inform you that in accordance with your directions I proceeded to Birmingham, and inspected the proving-house and testing machine at Bloomfield, Staffordshire.

I found that the walls of the building are very seriously damaged, caused by the foundation giving way in consequence of mining operations under it. The building is still settling down at one end, and it is now about two feet out of level, and appears to me to be in a dangerous condition.

In consequence of the building giving way, the bed of the machine is about 14 inches too low at one end, and the foundation of the levers has so much altered as to prevent them being used with anycertainty of indicating a true result.

Under these circumstances I think the owners should be requested, either to close the establishment, or put the machine in proper working condition

I have, &c.
(signed) *R. Galloway.*

The Secretary,
Marine Department, Board of Trade.

— No. 117. —

(M. 4772.)

Board of Trade to Mr. *Bloomer*.

Board of Trade, Whitehall,
4 June 1869.

Sir,

I AM directed by the Board of Trade to transmit to you the enclosed copy extract from a report, dated the 28th ultimo,* by the Inspector of Proving Establishments, upon the state of the proving-house and testing machine at Bloomfield.

* See *ante*, No. 116.

I am to request you to call the attention of your company to the remarks of the inspector; and I am to state that either the machine should be put into proper working order, or the establishment closed.

I am, &c.
(signed) *Thomas Gray.*

The Secretary,
Staffordshire Public Testing Company,
Bloomfield, Tipton.

— No. 118. —

PAPER left at the Board of Trade by Mr. *Trotman*.

CHAIN CABLES AND ANCHORS ACT (1865).

LLOYD'S Statistical Committee have just issued their annual statement of the number of shipwrecks and casualties reported during the year 1868, together with the average and comparative percentage of the two previous years. From these it is satisfactory to observe the practical benefit now resulting from the operation of the Act of 1865, establishing compulsory proof of cables and anchors. It appears the average casualties arising from default of anchors and cables in 1866 and 1867 numbered 748, as against 417 only in 1868. In 1866 and 1867 the average annual loss of life is stated at 1,995, while in 1868 the total was reduced to 1,118, a saving of 877; and this notwithstanding the unusually severe and tempestuous character of the weather, as evidenced by the greatly increased number of ships dismasted in 1868 over former years.

— No. 119. —

CIRCULARS Issued and RETURNS made by the Board of Trade, in connection with the "Chain Cables and Anchors Act, 1864."

CIRCULAR No. 191.

Board of Trade, 26 November 1864.

INSTRUCTIONS to RECEIVERS of WRECK.

SALVAGE ON ANCHORS AND CABLES.

Chain Cables and Anchors Act, 1864.

THE 11th section of the "Chain Cables and Anchors Act, 1864," provides as follows, viz.:—

"From and after the 1st day of July 1865 it shall not be lawful for any maker of or dealer in chain cables or anchors to sell, or contract to sell, for the use of any vessel, any chain cable whatever, or any anchor exceeding in weight 186 lbs. unless such chain cable or anchor shall have been previously tested and duly stamped in accordance with the provisions of this Act; and if any person

acts

acts in contravention of this provision he shall, for every such offence, upon a summary conviction for the same before a justice of the peace, or in Scotland before any sheriff, justice, or magistrate, be liable to a penalty not exceeding 50 *l.*"

From the enactment above quoted it will be seen that so soon as the Act comes into operation, chain cables and anchors will only be of the value of old iron, unless they are of sufficient strength to stand the Admiralty test.

From the date on which the receivers receive this circular, they should make no further advance of salvage on account of anchors and cables delivered into their custody; but if on any anchor or cable coming into their custody, between the present time and the 30th June next, it appears that there are no marks in it likely to lead to its identification, or if the receiver and salvors are satisfied that it is not likely to be claimed, it may be sold at once, and afterwards salvage paid on the proceeds of sale as usual.

With the accounts for each of the quarters ending 30th December 1864, and 31st March and 30th June 1865 each receiver should send to the Board of Trade a statement showing the anchors and chains still in his custody as receiver, and against each the reasons for keeping it.

(signed) *T. H. Farrer*,
Marine Secretary.

ANCHOR and CABLE CIRCULAR, No. 2.

Board of Trade, 15 February 1865.

Chain Cables and Anchors Act, 1864, 27 & 28 Vict. cap. 27.

SECTION 7 of this Act provides as follows:—that "every tester shall, with all reasonable despatch, subject every chain cable or anchor that shall be brought to the proving establishment of such tester for the purpose of being proved, and (unless the parties interested may otherwise agree) in the order in which such chain cables and anchors respectively shall be so brought, to the same tensile strain as that to which chain cables and anchors respectively, of similar size, weight, or description are or shall be subjected before being received for the use of Her Majesty's naval service, and shall stamp every five fathoms in length of every such chain cable, and also every such anchor, with a stamp or die to be provided for that purpose by the tester, and approved by the Board of Trade, denoting that such chain cable or anchor has been 'proved,' and which shall bear the mark of the tester."

The Board of Trade wish to call attention to that part of the above section referring to the stamp or die with which anchors and cables are to be marked after they have been proved.

Owners of testing establishments are invited to forward, for the consideration of the Board of Trade, at their early convenience, a design for a stamp or die suitable for a proof mark.

(signed) *T. H. Farrer*,
Marine Secretary.

WRECK, &c. CIRCULAR, No. 16.

(244.—W. 4577.)

Board of Trade, March 1867.

INSTRUCTIONS in Respect of WRECKS, CASUALTIES, and SALVAGE.

As an addition to Circular No. 191.

IN selling wrecked anchors and chain cables delivered into the custody of receivers, under the provisions of "The Merchant Shipping Act, 1854," the receivers should be careful not to act, on the one hand, in a manner likely to lead to evasion of the "Chain Cables and Anchors Act, 1864," or, on the other hand,

hand, in a manner likely to prejudice the interests of salvors and owners by selling for the value of old iron those anchors and cables believed by the receiver to be capable of standing the Admiralty proof.

In future all unclaimed chain cables and anchors should be forwarded to the nearest or most convenient of the proving establishments named on the back hereof, instead of being sold by the receiver of wreck. They will be tested in the ordinary course of business; if they do not stand the test they will be sold as old iron by the establishment to which they are sent, and the proving establishment will account to the receiver for the proceeds, and the salvors will be paid salvage, &c. thereon as usual.

If they stand the test then they can be sold in the market, at their value, as anchors and chains, with the proof certificates, and the salvors and all concerned will be benefited.

All expenses incurred in conveyance, proving, &c., should be deducted from the proceeds before salvage is paid.

In sending anchors and cables to any proving establishment, the receiver should be careful to send a delivery note, containing a description and statement of weight, size, and full particulars with each, in order that the testing establishments may keep each distinct from the other, and may account for them in such a manner as to enable the receiver to keep the claims of each salvor distinct.

(signed) *Thomas Gray*, Assistant Secretary,
Marine Department.

PROVING ESTABLISHMENTS at which Unclaimed CHAIN CABLES and ANCHORS will be Tested.

Brown, Lenox & Co.	
&c. &c.	
&c. &c.	

WRECK, &c. CIRCULAR, No. 19.

(M. 286.—6372.)

Board of Trade, December 1867.

INSTRUCTIONS in Respect of WRECKS, CASUALTIES, and SALVAGE.

Referring to Wreck, &c. Circular, No. 16.

FOR the present, wrecked anchors and chain cables delivered into the custody of receivers, under the provisions of "The Merchant Shipping Act, 1854," are not to be sent to a proving establishment to be tested, neither are they to be disposed of without previous reference to this Board for instructions.

With the view of encouraging boatmen to salve anchors and chains in certain roadsteads, the Board of Trade have recently decided to allow (upon such of the anchors and chains salved in those roadsteads as have no marks on them likely to lead to their identification) salvage in full of all demands, at the rate of 2 *s.* per cwt., paid down to the salvors immediately upon their delivering the articles into the custody of the receiver of wreck.

The sum of 2 *s.* per cwt. is paid irrespective of the value or condition of the anchors and cables.

The Board of Trade are willing to extend this arrangement to the whole of the United Kingdom, from the 1st of January next.

This payment at the rate of 2 *s.* per cwt. must be clearly understood by the salvors to be in full of all demands for salvage, as stated in the receipt on the back of the salvor's warrant.

Should the receiver think it desirable that the anchors and chain cables now in his possession should be sold, he should send a list of them, specifying their respective weights to this Department, and stating his reasons for thinking a sale desirable, and the course which he would propose for getting them tested and disposed of without loss.

(signed) *Thomas Gray*, Assistant Secretary,
Marine Department.

STATEMENT showing the Number of ANCHORS and CHAINS delivered into the Custody of the Receivers of Wreck (in the United Kingdom only), from 1 January 1856 to 31 December 1868.

——	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	TOTAL.
Anchors -	903	878	891	713	1,148	823	924	1,452	1,176	822	1,055	993	1,707	13,485
Chains -	793	717	724	579	898	619	696	1,132	913	592	793	789	1,396	10,641

STATEMENT showing the Number of WRECKS and CASUALTIES (exclusive of Collisions) on the COASTS OF THE UNITED KINGDOM reported to the Board of Trade (1857–1868) as having been caused—

(1.) By the PARTING OF CABLES by stress of weather, *i.e.* when the wind was at force 9 and upwards.

(2.) In any way by STRESS OF WEATHER, *i.e.* with wind at force 9 or upwards.

(3.) By DEFECTIVE GEAR, whether the wind was above or below force 9; together with

(4.) A STATEMENT of TOTAL WRECKS AND CASUALTIES (exclusive of Collisions) reported as having happened on the Coasts of the United Kingdom during that period.

——	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	TOTAL for 12 Years.
Wrecks and Casualties from Parting Cables by stress of weather—wind at force 9 and upwards.	49	52	73	86	72	93	111	45	88	126	122	77	994
Per-centage between (1) *and* (2) -	10¼	11 1/10	12	13⅓	10	14¾	12½	9⅔	11½	15½	11½	10⅕	
Total Wrecks and Casualties from stress of weather—wind at force 9 and upwards.	471	467	606	645	726	628	882	462	746	805	1,038	752	8,228
Wrecks and Casualties caused by defective gear, &c.—wind above or below force 9.	5	11	23	25	17	23	36	36	20	36	49	46	316
Total Wrecks and Casualties from all causes, on the Coasts of the United Kingdom.	866	869	1,067	1,081	1,171	1,150	1,333	1,039	1,392	1,438	1,676	1,368	14,360

Note.—The Chain Cables Act came into operation on the 1st July 1865.

List of Proving Establishments for which a License to Test Chain Cables and Anchors was granted in 1868 by the Board of Trade under the "Chain Cables and Anchors Act, 1864."

Number of License.	Name of Owner.	Address of Establishment.
1	Lenox, Jones, & Co. - - -	Brown, Lenox, & Co., Millwall, Poplar, E.
2	Mersey Dock and Harbour Board -	Birkenhead.
3	Ditto - - ditto -	Ditto.
4	Corporation Testing Works -	King's Dock, Liverpool.
5	Staffordshire Public Testing Company, Limited.	Bloomfield, Tipton, Staffordshire.
6	Ditto - - ditto -	Netherton Proof House, near Dudley.
7	Bayliss, Jones, and Bayliss - -	Monmore Green, Wolverhampton.
8	Sunderland Chain Testing Company, Limited.	North Shore, Sunderland.
9	Ditto - - ditto -	Ditto - - ditto.
10	Abbot & Co., Limited - - -	Park Works, Gateshead-on-Tyne.
11	Lloyds' Tyne Chain Testing Company, Limited.	Low Walker, Newcastle-on-Tyne.
12	Ditto - - ditto -	Ditto - - ditto.
13	Bristol Chain and Anchor Testing Company, Limited.	Marsh-street, Bristol.
14	Lloyd's Proving House - -	West India Docks, Poplar, E.
15	Ditto - - ditto - -	Ditto - - ditto.
16	C. Bloomer - - - - -	Gold's Hill, West Bromwich.
17	T. P. Jones - - - - -	Rowley, near Dudley, Staffordshire.
19	H. P. Parkes - - - -	Tipton Green Chain and Anchor Works, Tipton.
20	Wood Brothers - - - -	Dee Iron Works, Chester.
21	Ditto - - - - -	Ditto - - ditto.
22	Lloyds' Cambrian Testing Company, Limited.	Saltney, near Chester. } Secretary's address, Eastgate-row North, Chester.
23	Ditto - - ditto -	Ditto - - ditto. }
24	Wood Brothers - - - -	Cradley, Staffordshire.
25	Ditto - - - - -	Ditto - - ditto.
26	Abbot & Co., Limited - - -	Park Works, Gateshead-on-Tyne.
28	Brown, Lenox, & Co. - - -	Newbridge Chain Works, Pont-y-Pridd, Glamorgan.
33	Ditto - - ditto - - -	Ditto - - ditto.
29	Marquis of Bute, Trustees of - -	Bute Dock Offices, Cardiff.
30	Mountford, Homer, and Mountford	Cradley Works, near Stourbridge.
31	Hawks, Crawshay, & Sons - -	Gateshead Iron Works Gateshead-on-Tyne.
32	William Hood & Co. - - -	Albion Iron Works, St. Peter's, Newcastle.
34	Glasgow Testing Company, Limited	42, West George-street, Glasgow.
35	Wear Testing Company, Limited -	Bishopwearmouth Pans, Sunderland.
36	Pow and Fawcus - - - -	North Shields Iron Works, North Shields.
37	W. Shields & Co. - - -	St. Peter's Iron Works, Newcastle-on-Tyne.
38	N. Hingley & Sons - - -	Netherton Iron Works, near Dudley.
39	Ditto - - ditto - -	Ditto - - ditto.

Board of Trade (Marine Department),
May 1869.

Thomas Gray.

— No. 120. —

(M. 5085.)

Staffordshire Public Testing Company to Board of Trade.

Sir, Tipton Proving-House, 7 June 1869.

A SPECIAL meeting of the directors of the Staffordshire Public Chain and Anchor Testing Company (Limited) has been held this day, and I am directed to inform you that negotiations for the removal of the Tipton machine are being entered into.

I have, &c.
(signed) *Arthur S. Williams,*
Secretary.

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 121. —

(M. 5493.)

Mr. *Galloway* to Board of Trade.

Sir, 5, East India Avenue, 21 June 1869.

I HAVE the honour to forward a letter I received from the Superintendent of the Proving-House at Bloomfield, and beg to recommend that the license should be cancelled.

I have, &c.
(signed) *R. Galloway.*

The Secretary,
Marine Department, Board of Trade.

Enclosure in No. 121.

Sir, Proving-House, Tipton, 18 June 1869.

IN reply to your letter of the 12th instant, I beg most respectfully to inform you that what little testing we are doing is being done with Tangye's balistic lever; the dead weight cannot be used with safety for one hour.

The house is gradually sinking. Also to inform you that it will be decided next week where this establishment will be removed to. It will be either close to the Tipton station on the London and North Western Railway, or near the Factory Basin belonging to the Great Western Railway.

The latter is near the second bridge you walk over when going from here to Tipton.

I have, &c.
(signed) *Samuel Tregenna,*
Superintendent.

R. Galloway, Esq.

— No. 122. —

(M. 5493.)

Board of Trade to Staffordshire Public Testing Company.

Board of Trade, Whitehall,
Sir, 26 June 1869.

WITH reference to the letter from this Department of the 4th instant,* respecting the state of the proving-house and testing machine at Bloomfield, I am now directed by the Board of Trade to request that you will at once forward the license of the machine to this office to be cancelled.

* See *ante*, No. 117.

I am, &c.
(signed) *Thomas Gray.*

The Secretary,
Staffordshire Public Testing Company,
Bloomfield, Tipton.

— No. 123. —

(M. 5713.)

Mr. *Galloway* to Board of Trade.

Sir, 5, East India Avenue, 30 June 1869.

I HAVE the honour to forward an account of my proceedings as Inspector under the Anchor and Cable Act, and my other duties for the month ended the 31st of May 1869.

I have, &c.
(signed) *R. Galloway.*

The Assistant Secretary, Marine Department,
Board of Trade.

Enclosure in No. 123.

EXTRACT from REPORT of PROCEEDINGS.

26 May 1869 - -	Birmingham.—Proceeded to Tipton and examined the proving-house at Bloomfield. Levers to be taken down for my inspection to-morrow.
27 May „ - -	Birmingham.—Proceeded to Tipton and examined the levers. Returned to London by late train.
28 May „ - -	East India Avenue. Reported to Board of Trade result of my visit to Bloomfield proving-house.

30 June 1869. *R. Galloway.*

— No. 124. —

M. 5715.

Mr. *Galloway* to Board of Trade.

Sir, 30 June 1869.

I HAVE the honour to forward an account of my proceedings, as Inspector under the Anchor and Cable Act, and my other duties for the month ended 30th June 1869.

I have, &c.
(signed) *R. Galloway.*

The Assistant Secretary, Marine Department,
Board of Trade.

Enclosure in No. 124.

EXTRACT from REPORT of PROCEEDINGS.

8 June 1869 - -	Newcastle. — Proceeded to Messrs. Abbot's nd examined "Anchor Machine"; one knife-edge to be renewed.
9 June „ - -	Newcastle.—Proceeded to Abbot's; again examined the "Anchor Test," found all correct. Proceeded to Sunderland and examined testing machine on South Shore; will last until expiration of license. Called at Hawks & Crawshay's, and on Secretary to Low Walker test.
10 June „ - -	Newcastle.—Proceeded to Sunderland with the superintendent of the proving-house on "North Shore;" the machines will soon require repairs. Called at Abbot's and delivered my certificate.

30 June 1869. *R. Galloway.*

— No. 125. —

(M. 5733.

Telegram from Mr. *Bloomer*.

[1st July 1869.—Caleb Bloomer to Thomas Gray, Board of Trade, Whitehall Gardens, London. Your M. five four nine three, to testing company. Why cancel the license? say by post to night.]

See ante, No. 124.

— No. 126. —

M. 5958.)

Mr. *Bloomer* to Board of Trade.

Sir, Hill Top, West Bromwich, 7 July 1869.

Your M. 5493, and my conversation with you thereon. I have now to state we have finally closed for a new site, and propose forthwith to remove the machine. Under these circumstances we hope there will be no objection to allowing the license to continue in force its natural time. We shall not ask for a renewal until the machine is moved.

Yours, &c.
(signed) *Caleb Bloomer.*

Thomas Gray, Esq.

— No. 127. —

(M. 5958.)

Board of Trade to Mr. *Galloway*.

The Inspector of Proving Apparatus.

For his observations. Does he think that the license should be at once revoked? If so, the Board of Trade will reply accordingly.

8 July 1869. (signed) *Thomas Gray.*

— No. 128. —

Mr. *Galloway* to Board of Trade.

The foundation of the machine has so much changed from its original position that the testing cannot be correct. I am, therefore, of opinion that the license should be at once cancelled. The company have another proving establishment at Netherton, so that the closing of the Bloomfield testing-house will not be of serious consequence to them.

(signed) *R. Galloway.*

9 July 1869.

— No. 129. —

(M. 5958.)

Board of Trade to Mr. *Bloomer*.

Board of Trade, Whitehall,
Sir, 12 July 1869.

With reference to previous correspondence respecting the state of the proving-house and testing machine at Bloomfield, I am directed by the Board of Trade to state that Mr. Galloway, their Inspector of Proving Establishments, under the "Chain Cables and Anchors Act, 1864," has reported to them that the foundation

of the machine at Bloomfield has so much changed from its original position that the testing cannot be correct.

The Board of Trade have, therefore, felt it to be their duty, in the exercise of the powers vested in them by the 2nd section of the "Chain Cables and Anchors Act, 1864," to revoke the license granted to the Staffordshire Public Testing Company for their machine, No. 5, and to state to you, for the information of that company, that the license for machine No. 5 is of no effect, and that the machine is now unlicensed.

The Board of Trade have taken steps for communicating this fact to Lloyd's, and other persons interested.

The license should be forwarded to this department by return of post.

I am, &c.
(signed) *Thomas Gray.*

The Secretary,
Staffordshire Public Testing Company,
Bloomfield, Tipton.

— No. 130. —

(M. 5958.)

Board of Trade to Secretary of Lloyd's Register.

Board of Trade, Whitehall,
12 July 1869.

Sir,

I AM directed by the Board of Trade to state, for the information of the Committee of Lloyd's Register, that the license of the machine, No. 5, at Bloomfield, belonging to the Staffordshire Public Testing Company, has been revoked.

I am, &c.
(signed) *Thomas Gray.*

The Secretary, Lloyd's Register.

N.B.—A similar letter was sent to the Secretary, Lloyd's, and to the Salvage Association, Royal Exchange.

CHAIN CABLES AND ANCHORS

COPY of Correspondence in reference to the V
of the Chain Cables and Anchors Act (186
the Reports of Mr. *R. Galloway*, Inspector of
Machines, as to the various Establishments I
under that Act (in continuation of Parlia
Paper, No. 241, of Session 1867).

(*Mr. Laird.*)

Ordered, by The House of Commons, *to be Prin*
30 *July* 1869.

[*Price* 10*d.*]

377.

Under 8

ENGLAND AND FRANCE (CHANNEL PASSAGE).

RETURN to an Order of the Honourable The House of Commons, dated 15 July 1869;—*for*,

COPY "of REPORT of Captain *Tyler* to the Board of Trade upon the IMPROVEMENTS in the CHANNEL PASSAGE between *England* and *France*."

Board of Trade, 23 July 1869. } G. SHAW LEFEVRE.

REPORT by Captain *Tyler* to the Board of Trade, on the Improvement of the Means of Communication between *England* and *France*.

Sir, 1, Whitehall, 29 June 1869.

IN compliance with the instructions contained in your minute of the 1st instant, on Sir Edward Watkin's letter of the 22nd May, I have now the honour to report, for the information of the Board of Trade, that I have visited the French and English coasts, with a view to preliminary inquiry as to the improvements which may be effected in the means of communication between the two countries. I was accompanied by Mr. Eborall, the General Manager of the South Eastern Railway; Captain Boxer, R. N., the Harbour Master at Folkestone and Superintendent of the South Eastern Company's steamers; and Mr. Brady, one of the engineers of the South Eastern Railway; and I have had the advantage of conferring with the Mayor of Boulogne, the President and certain members of the Chamber of Commerce of Boulogne, the Engineer-in-Chief of the "Ponts et Chaussées" for that part of the French coast, M. Le Gros, and the Engineers of the ports of Boulogne and Calais, M. Le Blanc and M. Æron; the General Manager of the Northern Railway of France, M. Pétiet; the General Manager of the London, Chatham, and Dover Railway, Mr. Forbes; the Superintendent of the London, Chatham, and Dover Company's steamers, Captain Morgan, R.N.; the Engineer of the Pier at Dover, Mr. Druce, and several others.

Omitting from consideration the ports of Hamburg, Rotterdam, Antwerp, and Ostend, the passenger traffic between England and France for the year 1868, amounted to 309,479 altogether; 141,633 passengers having travelled by Calais, 109,006 by Boulogne, 41,371 by Dieppe, and 17,469 by Havre. A large proportion of these, namely 46,411, crossed the Channel in the month of August, as against 12,946 in January, and 13,514 in February. In the year 1867, of the Paris Exhibition, the numbers were 454,350 altogether, 199,837 having travelled by Calais; 146,226 by Boulogne; 86,914 by Dieppe; and 21,373 by Havre. Of these, 84,684 crossed in August, against 13,163 in January, and 13,721 in February. In addition to the ordinary annual increase, which is considerable, there would naturally be a very large augmentation in these numbers if better arrangements were made for crossing the Channel. Considering the restrictions as to dimensions which are imposed upon the South Eastern, and London, Chatham, and Dover Railway Companies, by the circumstances of the harbours, and the various conditions of the service, the steamers are admirably constructed for the work they are required to perform. But it is, nevertheless, an undoubted fact that the great majority of these passengers suffer (short as is the sea passage) extreme discomfort from sea sickness and want of shelter during bad weather. Not unfrequently the traveller from India or from America finds the British Channel the most unpleasant part of his journey, and he sometimes look forward with more anxiety to the state of the Channel than to the heat of the Red Sea, or the passage of the Atlantic, selecting,

ing, in the case of America, a French or an English vessel in order to avoid the Channel-crossing, according to the country which he desires to reach, rather than from any other consideration.

As the mean of three years, Captain Boxer calculates from his meteorological journal, and from the journals of his steamers, that there are, out of the 365 days, 29 days of "gales and storms, with heavy seas," 102 days of "good round sea and breezes," 144 days with "moderate weather and sea," and 90 days of calm weather. It is, no doubt, partly from the check which winter weather exercises, that only 13,000 to 14,000 travellers pass between England and France in January and February, against 46,000 in August, and 310,000 in the year. It may, at any rate, be safely asserted that there is nowhere any sea service of equal importance which is so much in need of improvement. Between England and Ireland, the service has now been conducted for many years in commodious vessels, and at fixed times, irrespective of tide or weather. Between Great Britain and Europe, for want of better harbour accommodation, it is found impossible to employ vessels of greater length than about 200 to 240 feet, or drawing more than 7 ft. to 8 ft. of water; and even those vessels cannot at times enter the French harbours, or land their passengers on the French Coast.

In proceeding to discuss the modes by which this condition of affairs may be ameliorated, I shall commence by a reference more particularly to the 24 miles of the French coast from Cape Alprech to Calais.

The portion between Cape Alprech and Cape Grisnez, 10 miles long, runs slightly to the east of north, and Boulogne lies $2\frac{1}{2}$ miles to the north of Cape Alprech, in the deepest part of the bay between that cape and Cape Grisnez. The cliffs on that part of the coast are chiefly of sandstone and limestone belonging to the greensand formation. Opposite Alprech there is very little sand, the rocky coast there existing being exposed to the full current of the channel, and to all westerly winds. Boulogne itself is, on the other hand, sheltered from S.S.W. winds by the promontory of Cape Alprech, and the rocks extending from it; and near this promontory are found Fort Heurt, about half a mile from the cliff, with a breakwater of masonry, for the protection of fishing vessels, covering part of the distance between that fort and the shore.

The western pier at Boulogne extends about 500 metres beyond the coast line at high-water mark, and the bar in front of Boulogne Harbour about 350 metres further to seaward. The sands from Portel, nearly two miles south of Boulogne, to near Ambleteuse, which is $4\frac{1}{2}$ miles south of Cape Grisnez, average one-third of a mile in width between high and low water. From Ambleteuse to the sandstone cliffs $1\frac{1}{4}$ miles south of Cape Grisnez, the distance between high and low water averages a quarter of a mile, and the sand is here and there retained by a series of natural groynes of sandstone rock running nearly at right angles to the shore. Opposite Harringzelle, for a distance of about half a mile, a small quantity of shingle is observable two miles south of Cape Grisnez. For a mile and a quarter at and south of Cape Grisnez, the headland, forming the most prominent point of the French coast, is exposed to the full force of the tide, and of the prevailing gales from the westward; and the foreshore below that headland is protected by a remarkable natural paving of boulders and masses of stone, which have been washed during centuries from the cliffs, and formed into a regular slope on which the sea has comparatively little effect.

Between Grisnez and Blancnez, and in the neighbourhood of Ambleteuse, the sand is blown on shore in considerable quantities, extending near the latter village, in a series of dunes, two miles wide and one mile inland.

From Cape Grisnez the coast bends sharply to the eastward, nearly at right angles as far as Le Chatelet, and thence north-eastward to the chalk cliffs of Blancnez, six miles from Grisnez; and it further curves round towards Calais, 7 miles from Blancnez, so as to form an S curve between Grisnez and Calais, the nearest points to the English coast being Grisnez and Blancnez.

Between these two capes, and especially in the middle of the bay, there is a vast accumulation of sand, which naturally, however, decreases opposite Blancnez. The width of the sand increases again at Calais to the full distance from the end of the piers to the coast line, or about 900 yards, and on the outside of both piers. East of Calais the accumulation of sand increases to about a mile in width; and a belt of sand of great width runs past Gravelines and Dunkerque for upwards of 20 miles.

The

The peculiar position of Cape Grisnez, with reference to Boulogne on the south and Calais on the north-east, and the conditions under which the tides ebb and flow through the channel, have caused the formation of a number of shoals at various distances from the coast. Amongst them may be enumerated the Bassure de Baas, three miles long, 3 miles from the shore at Boulogne, $2\frac{1}{2}$ miles from the shore opposite Ambleteuse, a quarter of a mile wide, and pointing directly upon Cape Grisnez. From Cape Grisnez to Blancnez, there is a series of shoals, formed by the eddies round Cape Grisnez at certain periods of the tide, commencing from that point and running north-eastward, so as to terminate at $1\frac{3}{4}$ miles from Blancnez. These shoals form a triangle, of which Grisnez is the apex, of which the sides are six miles long, and the base, measured seaward from Blancnez, is a mile and three quarters. The Riden de Calais follows north-eastward from the above shoals, and still receding almost in a line from Cape Grisnez, terminates opposite Calais, at a distance of $3\frac{3}{4}$ miles from that port.

The minimum depth of water on the Bassure de Baas is $2\frac{3}{4}$ fathoms at low-water spring tides; on the shoals northward and eastward of Cape Grisnez, the depth varies from one-quarter to $1\frac{1}{2}$ fathoms, and on the Riden de Calais the minimum depth is $3\frac{1}{2}$ fathoms. A mile from the entrance to Calais Harbour there is a small shoal at a depth of only two fathoms; and the bar between that shoal and the entrance varies (at low-water spring tides) from three feet as a minimum to six feet as a maximum, after favourable operations in the running of the sluices.

The conditions of the French coast between Calais and Cape Grisnez, the eddies which there occur, and the shoals above referred to resulting from them, render it undesirable to entertain the idea of the formation of a harbour on that part of the coast; and having regard to the requirements of an improved service between England and the Continent, there are only three alternatives which it is necessary, as regards that coast, seriously to discuss. These are,—

(1.) The improvement of Calais Harbour.
(2.) The construction of a harbour a few miles south of Cape Grisnez.
(3. The improvement of Boulogne Harbour.

Calais and St. Pierre together contain 30,000 inhabitants, and the tonnage for 1868 amounted in imports to 220,030, and in exports to 129,249. The total value of the imports of merchandise and specie for 1867 was 1,951,000 *l.*, and of exports, 2,171,900 *l.*

The harbour, to the north of the town, comprises the channel, 900 metres long and 100 metres wide, between the two piers which guard its entrance; the outer harbour, or Port d'Echouage, 600 metres long by 80 metres wide, which is inclined at an angle of about 60 degrees with the entrance channel; a tidal basin (Bassin du Petit Paradis) on the south of the outer harbour, 140 metres long by 60 metres wide; a basin (Crique d'Epanouissement) principally for beaching the fishing-boats, eastward of the outer harbour, 400 metres long by 120 metres of maximum width; and the "Bassin à Flot," on the westward of the outer harbour, 290 metres long by 80 metres wide. The "Bassin des Chasses," used, as its name implies, for impounding back-water for the service of the sluices, near Fort Risban, is 2,800 metres long, with a maximum width at Sangatte of 360 metres. The water from the military ditches and the canals in the neighbourhood is also available for sluicing purposes. There are no dock-gates by which vessels can enter the "Bassin des Chasses."

At 500 metres from the entrance there is a railway station on the east pier, connected by a branch 1,500 metres long with the main station on the north of the town and south of the outer harbour. The station on the pier is used only when the steamers are unable to proceed to the main station.

The piers, which have a north-north-westerly direction, have been extended at various times, in order to preserve the channel of entrance. The last considerable extension of both piers was made 25 years ago, for a length of 230 metres; and the east pier has since been lengthened by the addition of a *head*, 150 feet long. The sand has, however, accumulated on the outer sides of the piers as far as their extreme ends, and there is a varying bar opposite the entrance, say 100 or 200 metres in advance of it. This bar is reduced at spring tides by running the sluices, but it readily re-forms under certain actions of the wind and tide, and its position and that of the channel are uncertain,

depending upon these actions from time to time. A project, which is shown in the accompanying plan, is now entertained by the French Government for the improvement of this harbour and its entrance. It is proposed to construct a new basin to the eastward of the existing works, and by inclosing a portion of the sands 1,000 metres long and 450 metres wide, to store up an additional amount of backwater to assist in scouring the bar, so as to obtain a channel of greater depth in front of the entrance to the harbour. In connection with this scheme it is also proposed to remove one side of the "Bassin du Petit Paradis," and the north and west sides of the "Crique d'Epanouissement," and a portion of the east pier, or "Quai de Marée;" and thus, with certain additions, to afford further berthing accommodation and more room for the movements of vessels in the harbour.

The main object of this scheme, which would involve a considerable outlay, is to increase the sluicing power, by providing a further body of water for acting upon the bar, which continually accumulates, more or less, according to the force and direction of the wind, in front of the entrance. It is a question whether any results would be obtained proportionate to such an outlay. There is already an enormous force and great quantity of water available for this purpose, though at too great a distance from the bar; and I had the advantage of watching its action, and have received detailed information from M. Æron as to certain results of it from 1856 to 1866. When the sluices were run on the evening of the 11th instant, the current from them was diverted from the bar by the waves which it encountered outside of the piers, under the action of a moderate breeze from a northerly direction. In similar circumstances, the additional sluicing power proposed would have but little effect. In calm weather, or with the wind in a different direction, the result would, of course, be more favourable; but under any circumstances this improvement could not be relied on for deepening and preserving the channel to such an extent as to admit of the entrance at all times of vessels drawing, say 10 to 12 feet of water, even if better accommodation were provided in the interior of the harbour for such vessels; and on the evening above referred to, of the 11th June, the existing vessels could not, at or near low water, have crossed the bar.

The question then arises, as to whether, by the extension of one or both of the existing piers, or by the construction of an intermediate longitudinal pier, or of a breakwater at any angle to the existing piers, or by any other means, this harbour could be fitted for the entrance at all times of the contemplated vessels.

The entrance to the harbour is to a great extent sheltered from southerly gales, as already shown, by Cape Grisnez, but it is much exposed to the north and east. If one pier were extended, the east pier would naturally be selected; but inasmuch as the prevailing winds are southerly and westerly, and the heavier gales often north-westerly, the entrance channel would be seriously endangered by such an extension; and looking to the tendency of the sand to accumulate on this part of the coast, and the fact that its general movement is up-channel, there can be little doubt that it would be impossible to preserve a channel on the west of such a pier, by which the harbour might at all times be entered. If, on the other hand, both piers were extended, the sand would again accumulate on the east of the one, and on the west of the other, and a fresh bar would in time be formed outside the entrance. And looking to the form and position of the "Riden de Calais," already referred to, at $3\frac{3}{4}$ miles from the entrance, it would appear hopeless to make any extension, of whatever length, by which such a result could be avoided. Any other pier or breakwater, of whatever form or in whatever direction, would probably sooner or later lead to accumulation and obstruction; and as far, therefore, as an improved service with England is concerned, Calais does not appear to be the harbour to which attention should be directed. But it must not be forgotten that Calais has (while Boulogne forms the nearer route from London to Paris) the advantage of being a great *centre* of communication *viâ* Brussels and Cologne, for Strasbourg, the Rhine, the North of Europe, and North and South Germany; and travellers proceeding in those directions would be taken considerably out of their course by steamers running to Boulogne. The books of the London, Chatham, and Dover Railway Company for the year ending 31st December 1868, show that there were carried in that year by that company's boats between Dover and Calais, altogether 133,670 passengers, of whom 77,443 were to or from Paris or

places

places beyond it, 39,547 were to or from Belgium and Germany, and 16,680 were booked locally between Dover and Calais, so that their destination was not known.

The next scheme, of a harbour south of Cape Grisnez, has attracted notice from time to time, but hitherto without any permanent result. At Ambleteuse, half way between Boulogne and Cape Grisnez, and about five miles from each of them, Julius Cæsar is said to have embarked his cavalry for the invasion of Britain, in the spring of the year 54 B. C. It was at one time a free port, and the English have, in France, the credit of having ruined it. Henry VIII. took possession of it when he invaded France in 1544, and it was retaken by Henri II. of France in 1549. James II. disembarked there, in seeking an asylum in France, in 1688. Louis XIV. directed Vauban to re-establish it in 1671, but the works were never completed; and Napoleon the First directed extensive works for its improvement from the Camp of Boulogne in 1803; but it is now only an interesting ruin. A mile and a half to the north of it is the village of Audresselles*, which has been selected by Mr. Fowler as the best point on the French coast for a harbour of communication with England.

Mr. Fowler has for the last six or seven years directed his attention to the question of the best mode of improving continental communication, and has preferred to advocate a system of ferrying the trains over in steam vessels rather than either a bridge, which he believed to be impracticable, or a tunnel which he did not think likely to be undertaken. He has for the last two years associated with him Mr. Abernethy, and Mr. Wilson as acting engineer. After a careful examination of the harbours of Calais and Boulogne, and the coast between them, and after considering the general question, they came to the conclusion, that the following were essential requirements:—

1. Well sheltered harbours, with deep water on both coasts, capable of affording ingress and egress at all times irrespective of weather and tide.
2. A class of vessels, in the nature of ferry-steamers, of greater size and power, making rapid passages, and comparatively unaffected by wind and sea.
3. Safe and speedy means for the interchange of passenger and goods traffic between the railways and such ferry-steamers, so as practically to form a continuous communication.

Conceiving that the harbour and pier at Dover afforded very inadequate terminal accommodation, and insufficient protection, particularly from easterly and south-easterly gales, they proposed the construction of a new harbour westward of the existing pier, with a graving dock, a covered berth for the steamers, and hydraulic apparatus for transferring the trains from the quay to the steamers, and *vice versâ*. They considered that Calais, which was exposed to all winds from west to east, and was choked up with sand, offered no facility for a harbour for such steamers; and that the harbour of Boulogne, though more readily capable of partial improvement, partook of the same natural defect of sand-accumulation. They therefore selected a point of the coast south of Cape Grisnez and north of Ambleteuse, near the village of Audresselles, where the deepest water was to be found near the coast, and sheltered from the northward and eastward by Cape Grisnez; and they considered that, by constructing a harbour at this point, they would secure the shortest available sea passage, with clear navigation across the Channel from Dover, and with the advantage of the first-class light on Cape Grisnez as a guide on the darkest nights. They proposed to connect this harbour by a railway four miles long with the "Chemin de Fer du Nord," and to add a short branch for communication with Calais and the north.

They proposed further to employ between these harbours, steamers 450 feet long, with 57 feet of beam and 80 feet across the paddle-boxes, propelled by disconnected engines of 1,500 horse-power, performing the voyage in one hour, and with comparatively little pitching or rolling in any state of the weather; and to form covered stations for the interchange of passenger and goods traffic between the steamers and the shore, the transfer of the passenger carriages to be effected by hydraulic apparatus, irrespective of tide, in a few minutes.

* So spelt in the village, but more commonly spelt Audrecelles in maps, charts, and gazetteers.

minutes. The steamers were to be luxuriously fitted up with first and second class refreshment saloons, and with ladies' and private cabins; and in addition to the saving of time in the sea passage, and on either coast, the passengers were to have the advantage of being able to secure and retain the seats in their railway carriages throughout the journey between London and Paris, and other centres, at the same time that the various saloons and cabins and the decks of the steamers would be at their service. They believed that the extra comfort to the passengers afforded by such accommodation, and by the regularity of the service, was far more important than the saving of time that would be effected. They rejected as insufficient and unsuited to the requirements of the present day, all partial improvements of Boulogne Harbour and the service between that harbour and Dover or Folkestone; and they estimated that these works, and the railway steam ferry steamers, might be completed within three years at an expenditure of 2,000,000 *l.* Mr. Fowler had previously deposited plans and sections at the Board of Trade in connection with this scheme, and he has now been good enough to show me the drawings of the proposed works and steamers in further detail.

The project thus put forward by Mr. Fowler would, no doubt, require some modifications in detail; and it is a question whether it would be worth while to ferry the railway carriages as well as the passengers across the Channel; but the main features, of an improved harbour at Dover and a new harbour south of Cape Grisnez, are sound, if means can be found for meeting so great an expense. In discussing an alternative and less costly scheme, I shall next proceed to the question of the improvement of Boulogne Harbour.

The town of Boulogne contains now nearly 40,000 inhabitants, exclusive of visitors, and the visitors vary in number from 10,000 in bad seasons to upwards of 20,000 in good seasons. The tonnage of the exports and imports amounted in 1868 to 218,094 and 301,536 respectively. The total value of the imports of merchandize and specie for 1867 was 19,449,000 *l.*, and of the exports for the same year 12,874,000 *l.*

The harbour, formed at the mouth of the river Liane, commences with the "basin of the Liane," 1,200 metres long by 400 wide as a maximum, which is dry at low water when the gates are open. This basin is crossed by a viaduct of the railway to Calais, and by the Napoleon Bridge, the latter being about 250 metres south of the dock gates. North of these gates is the outer harbour, or tidal port, about 150 metres wide. The piers leading to the mouth of the harbour extend to about 900 metres from the sluice-gates, the east pier being about 400 and the west pier about 500 metres long, the general direction of the advanced port, 65 metres wide between the piers, being about north-west. On the west of the outer harbour, and of the "Quai des Paquebots," is the "Bassin à Flot," 390 metres long by 190 metres wide, which has recently been completed, and in which the principal commerce of the port will in future be carried on. On the north of the "Bassin à Flot," a dry dock of considerable size is in course of construction.

The steam-vessels of the South Eastern Company, plying between Boulogne and Folkestone, and drawing seven feet of water, can safely cross the bar, which extends for a distance of about 300 metres from the entrance between the piers, at three hours and thirty minutes after high water, giving a range (the ebb and flow being unequal) of five hours and fifty minutes of tide for vessels of that draught. The difference between good and bad weather allows of a quarter of an hour extra, sooner or later, in entering or leaving the harbour, the fall at that period of the tide being a foot or more for every quarter of an hour. It is a singular fact that at the four harbours of Dover, Folkestone, Calais, and Boulogne, the vessels float in their ordinary berths at the quays at nearly the same instant of time; and, indeed, it is the practice to regulate the tidal service for Boulogne by the Folkestone tide-table.

The bar at the mouth of the harbour is actually dry occasionally at very low tides, in March and September. It varies from time to time, but it may be stated, by way of illustration, that after the sluices had been run on 11th June 1860, 3 inches of water were found on it at the lowest spring tides, 2 ft. 6 in. at ordinary spring tides, and 5 ft. 10 in. at low-water neap tides. There is, however, less water on the bar at the present time. The rise and fall of spring tides is ordinarily about 20 feet, and of neap tides from 13 ft. 6 in. to 14 feet. The silt travels up-channel, as a general direction, depending, of course, upon the

the winds varying with different seasons. The prevailing winds are from the westward, on an average, for eight or nine months in the year.

The water accumulated in the bed of the Liane is run out through the sluices regularly at spring tides, and great advantage is thus derived in cleansing the advanced port and the channel. The bed of the Liane is now being deepened to increase the capacity of the basin for storing backwater; but the mud carried out in this manner into the ebbing tide appears to have a tendency, flowing down channel, to collect on the west of the piers; and on the return of the tide, particularly with westerly winds, to add to the bar. The sluicing has a considerable effect in clearing a channel through the bar, as well as in cleansing the harbour, but it would be still more effective if the western pier were prolonged into deeper water, to meet the strength of the tide. This would necessitate an extra length of, say, 1,000 yards to the pier, and the improvements now being effected by the French Government in excavating in the channel of the Liane, would combine with a lengthened pier in effecting a general improvement in the harbour, as well as in the channel by which it is entered.

In the existing state of the harbour of Boulogne, it is not considered safe to employ vessels of greater length than 240 feet over-all, because longer vessels cannot be swung round in bad weather, especially when the harbour is crowded with vessels; and it would be inconvenient in several respects, having reference to passenger accommodation, to construct steamers of the class now in use on a model that would admit of their travelling in either direction without turning round. But larger steamers, with more ample accommodation differently arranged, might, of course, be so constructed, and such a system of construction would tend to obviate the difficulties in the interior of the harbour

Of the various modes that have been contemplated from time to time for rendering the harbour available, with a fixed service, by day and night, at all times of the tide, for steamers of larger dimensions, the most promising appears, also, to be that already referred to, of lengthening the west pier for, say, 1,000 yards. The outer or west side of such a pier coming under the influence of the flood tide, all deposit at the west side of it, or in the shape of a bar at the end of it, might, if it were constructed at a proper angle, be avoided. The cost of such a pier would depend, of course, upon the mode of its construction. Being exposed to the force of westerly gales, it must be formed in a substantial manner. A combination of timber and stone-work, or a system of iron screw piles with iron louvres, as was proposed some time since by Mr. Brunlees, or other methods, might be adopted; but the cost of any suitable work for such a purpose, with a railway connection, and proper buildings and shelter, must not be estimated at less than 500,000 *l.* Boulogne being sheltered by Cape Grisnez from easterly gales, and shelter being provided by such a pier from westerly gales, there would be no necessity for extending more than the west pier, and that pier might be prepared for the reception of steamers on the east or the west of it, according to the state of the weather. Such a pier would, in fact, serve the same purpose on the French side, and under somewhat similar conditions, as the Dover pier on the English side of the channel.

In the meantime, for the better accommodation of the existing steamers, it is desirable that they should be berthed and the passengers and goods landed, as proposed by Sir E. Watkin, at the Quai Buonaparte, on the west, instead of at the Quai des Paquebots, on the east side of the harbour. It appears that about two-thirds of the passengers and four-fifths of the goods traffic coming to Boulogne from Folkestone is through traffic, not stopping at Boulogne. The portion of this through traffic to be immediately forwarded could then be transferred directly from the steamers to the railway carriages and trucks on the Quai Buonaparte, while the portion of it which is consigned to agents at Boulogne would require to be dealt with (on the Quai Buonaparte) in buildings provided for the purpose, so as to be ready there for being sent forward as required. As regards the through passengers, it is an undoubted inconvenience that they should be landed from the steamers on the Quai des Paquebots, be transferred there to omnibuses, and be carried half a mile round the town, accompanied by their baggage in covered vans, for a fresh embarkation at the railway station; and this inconvenience is quite unnecessary, inasmuch as there is ample space on the Quai Buonaparte for any required number of lines of rails, for buildings, and offices, and for every necessary purpose; and the expense of more directly connecting the Quai Buonaparte with the passenger station of the Northern Railway of France would be com

paratively inconsiderable. The only interests, as far as I am aware, that would be injured by this transfer of the landing-place would be those of the proprietors of certain hotels near the Quai des Paquebots, who would be obliged, in such a case, to send their omnibuses round to the Quai Buonaparte.

In connection with the harbour of Boulogne, a scheme has been advocated (to which Sir Edward Watkin has referred), of extending the breakwater now existing between Cape Alprech and the village of Portel, and forming a break water between Fort Heurt and the coast, with a view to the prevention of accumulations of sand in the neighbourhood of Boulogne. This scheme, which has been advocated in France as well as in England, has been based upon an argument as to what has occurred in the case of the harbour of Dover. Captain Paul, who has been for many years in the steam-packet service of the South Eastern Company, has called attention to the circumstance that there was much difficulty, 20 years ago and more, in clearing away the shingle from the mouth of Dover Harbour, and that much money was expended in providing the means of sluicing for its removal. He says that a gale of wind from the westward for two or three days would cause the shingle to form to a depth of 10 or 12 feet, and at times to "block the harbour;" that the sluicing for 10 years was attended with little or no benefit in removing this obstruction; that after the Round Down Cliff was blown down, during the construction of the South Eastern Railway, westward of Dover, the shingle, coming from the westward, was turned into deep water; and that since that time the bar has entirely disappeared from the mouth of Dover Harbour. Captain Paul conceives that the bar of sand now in front of the piers at Boulogne would be entirely removed in like manner if the breakwater above referred to between Fort Heurt and the coast near Portel were to be extended, and he has found others to agree with him in that view.

In considering this question, I visited the English coast westward of Dover, and the French coast at and near Portel. On the English coast, I did not find so much shingle west of the Round Down Cliff as to lead to the conclusion that any great quantity had been stopped recently by that projection; and it appears that the shingle on that part of the coast has of late years been wasting rather than accumulating, whilst it is being caught and used still further to the westward. Considering the different conditions of the two coasts, the action of the tidal currents, and the fact that shingle and sand are very different materials to deal with in this respect, there would be no certainty, even if the case of Dover Harbour had been proved, that the anticipated effect would be produced by such a projection at Portel. Cape Alprech is already a promontory westward of Boulogne more considerable than is the projection at the base of the Round Down Cliff westward of Dover, and so far from preventing the accumulation at Boulogne it appears rather to aid it, by diverting the flowing tide, and preventing the sand from being washed away. It is therefore by no means certain that a further projection at Cape Alprech or Portel might not, instead of clearing away the accumulation in front of Boulogne, tend rather to increase it, and the experiment would, at least, be very hazardous. I need not go further than Dover for a confirmation of this view. Captain Calver found as the result of his soundings in 1865, that "a considerable deposit had taken "place *under cover* of the (Dover) pier." It appeared to me, also, that the extension seaward, above referred to, of the west pier at Boulogne, so as to bring it more under the influence of tidal action, would be the wiser course to adopt, and that thus a convenient pier for embarkation and disembarkation might best be provided.

By way of utilising the existing harbours, Mr. John Grantham, C.E., proposed two years since to the directors of the South Eastern Company (and he has now renewed the proposal), the construction of vessels drawing only 5′ 6″ of water, 400 feet long by 45 feet of beam, with a rudder at each end, and a steering apparatus on the paddle-box platform. He would fit up such vessels with grand saloons and good refreshment departments, and ensure safety by a system of cellular construction; and he proposes to attain a speed of 22 miles an hour on trial, or 18 as a working average, with engines of 600 (nominal) horse-power.

But it is asserted by some of the officers engaged in the performance of these services, that vessels of the class now employed are, upon the whole, the safest that could be devised for the particular duties required of them. It is argued that the sea passage, in which greater length and size might lead to increased comfort

comfort, is comparatively short, while the entrance of the French harbours, by day and night, in certain states of the weather, which is already the more difficult and dangerous part of the service, would be attended with still greater disadvantages. The existing vessels are fitted to encounter any weather with which they can meet in the channel, and are handy for entering the harbours, while longer vessels would be exposed to increased risk at the moment of entering the harbours. The bow of a long vessel getting under the shelter of one pier, and a heavy sea striking her on the quarter, she might be driven against the other pier. There is, no doubt, much truth in this argument. Such a risk must increase in proportion to the length of a vessel, to the narrowness of the entrance to a harbour, to the exposed position, as regards winds and currents, of its entrance, and to any necessity which may exist for reducing the speed before entering it; and having regard to the existing state of the French harbours, the employment of longer vessels would, for this reason, be attended in bad weather with greater danger: but the argument would no longer apply if the service were performed from a convenient and well constructed pier on the one, to a similar pier on the other side of the channel. The longer and larger vessels having increased proportional power, with disconnected engines, so as to be able to use either paddle at pleasure, could be under no disadvantage in approaching the lee side of a pier; and the above argument, therefore, tells in favour of the construction of an extended pier at Boulogne, already referred to, to be used on the French, in combination with the pier at Dover on the English coast, for an improved channel service.

The pier at Dover has now been completed to quay level for a length of 1,800 feet, and 170 feet more will be completed this season. There thus remains 130 feet, which will be completed at the end of 1870, if the winter be moderate, and if no unexpected difficulties are encountered. This will give a total length of 2,100 feet. This pier was commenced in 1848, and a careful series of soundings was taken about four years ago, under Captain Calver, for the purpose of ascertaining what had been the effect of the pier. It was then found, that although there had been a redistribution of the material of the bottom, there had been no loss of depth throughout the bay, and indeed that the average depth had been slightly increased. The flood tide, which is the stronger, sweeping round the exterior or west side of the pier, forms eddies against the coast beyond, to the eastward, and while scouring and deepening one part of the bay, deposits a portion of the material suspended in it on the eastern side of the pier. The ebb tide being in the same direction with the eddy of the flood tends to increase the mischief, and the result is an accumulation of chalk, sand, and refuse, under cover of the pier. There has been a little decrease of depth in the immediate neighbourhood of the pier on each side, but there still remains an average depth of about 40 feet outside, and 35 feet inside, for a length of 800 of the above 1,800 feet already constructed; and there has of late been a general diminution of beach between Folkestone and Dover. The beach appears lately to have been stopped at Rye and Romney, besides other places, and the supply is now hardly equal to the waste between those places and Dover.

The whole pier will cost, when complete to a length of 2,100 feet, 725,000 *l.* or, on the average, 1,035 *l.* per yard. Although the depth to the foundations is about the same as for the last 700 feet, the work is now being done more cheaply, the last contract being let at the rate of 750 *l.* a yard.

There is no reason why this pier should not be used for the accommodation of Channel steamers of larger dimensions, say 400 feet long, and drawing 10 or 12 feet of water, though it might be desirable to lengthen the jetties on either side, to meet increased traffic, to afford separate gangways for passengers and luggage, and to prevent loss of time. The largest vessels used in the transport service, the Himalaya, the Orontes, and the Serapis, make use of the pier at the present time, though not in very rough weather. But the captains of the Channel steamers run alongside of the pier in all weathers, keeping always to the lee side, and during the past winter no instance has occurred in which the weather has prevented them from doing so. The only state of the weather that would prevent them from landing passengers at, or embarking passengers from, one side or other of the pier would be during a south-easterly gale, or a very heavy sea from the south-west, such as might occasionally occur

about the period of the Equinox. But for all practical purposes, and with rare exceptions, the pier may be considered, even in its present condition, available for regular communication by steamers of a larger class; and if an extra length were added to it, proportional to the size of the steamer to be employed, and curving to the eastward, so as to face the south and south-east, with a return at the end, there is probably no gale in which the steamers could not be accommodated for passenger traffic.

The tidal harbour at Dover contains 12 acres of superficial area, and the inner harbour six acres. The "Pent," with an entrance 60 feet wide, contains about six acres more of available space. Existing vessels are obliged to wait for the tide to enter the harbour, which is practically dry at low water, and vessels of a larger class would have to do the same, being accommodated with proper moorings on both sides of the pier when not requiring to lie alongside of it. The rise and fall of the tide being, say, 19 feet at spring tides, and 14 at neaps, the harbour would not be available for vessels drawing more than, say, 10 feet of water at present, or 12 feet of water if certain minor improvements were carried out. To avoid the necessity for turning round in Dover as well as in other harbours, it would be necessary to construct such vessels stem and stern alike, so as to move forward with equal facility in either direction; and in any case, the enlargement and deepening of Dover Harbour, and the deepening of the approach to it, for their accommodation, would be advantageous if not absolutely necessary. It is, of course, undesirable to go into detail as to the cost of such works until precise schemes have been worked out; but it may be stated roughly, that, independently of any extension of the pier, 100,000*l.* would go a long way in making necessary improvements. The population of the borough of Dover is upwards of 25,000, and the tonnage of vessels cleared in 1868 was, outwards 269,804, and inwards 321,993.

The port of Folkestone has been formed by the South Eastern Railway Company, who have expended upon it altogether upwards of 250,000 *l.*, including the harbour-works, pier, sea-works, Pavilion Hotel, station and other buildings, and purchase of land. The population of Folkestone was, by the Census of 1861, 8,507, and has since increased to, say 10,000. The harbour comprises an area of 16 acres, and its entrance on the east is, since the extension of the pier at Dover, more protected than formerly from easterly gales. The Mole-head rocks, also, in front of the harbour, act, as the tide falls, as a natural breakwater. These rocks extend from Copt Point, which is half a mile east of the pier, in a semicircular direction towards the harbour, and there is eight feet of water at low-water spring tides inside their southern barrier. West of Folkestone the beach is protected for a considerable distance by a series of groynes, and the shingle accumulates on one side or the other of these groynes according as easterly or westerly winds prevail. As the latter winds are more constant, an excess of shingle travels naturally *up* channel, but it is said to disappear in deep water, in consequence of the set of the currents, as it passes this pier.

At the head of the southern pier of the outer harbour there is a lighthouse for tidal purposes, and from this point a horn is extended in a south-westerly direction for 445 feet, against which shingle accumulates, and by which the property is secured. From this horn a new pier has been run out in a south-east by southerly direction for 430 feet, having 16 to 17 feet of water (at low water spring tides) at its extremity, and nearly the same depth for some distance on its western side, diminishing, of course, towards its junction with the horn. On the east side of the pier the depth varies from 14 feet at the extremity to 10 feet about half way up the pier; and the Company's vessels, 240 feet in length (over-all), touch the ground at very low tides on the inshore end. Larger vessels could not, therefore, be employed without an extension of the pier. There is an iron skeleton lighthouse at the end of this new pier, showing a white light within, and a green light without the shoals on either side. Since the formation of this pier the water has deepened on the western, but shallowed on the eastern, side of it. The harbour itself is, like the other harbours referred to, dry at low water, and the ships float in the upper quay berths from two hours to two hours and fifteen minutes before high water, and ground three hours and forty-five minutes to four hours after high water.

The South Eastern Railway Company have 11 ships, varying from 185 to 240 feet in length, and drawing from 7′ 6″ to 8 feet of water. The speed of the larger vessels averages nearly 16 knots per hour. The traffic of the harbour

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is, for the most part, in the hands of the South Eastern Company, and the tonnage varies from 180,000 to 200,000 tons. The merchants import, however, timber and building materials, and occasionally grain. The imports by the South Eastern boats vary from 15,000 to 18,000 tons, and the exports from 15,000 to 21,009 per annum, the greater part of the goods being of high value. The new pier is only used when the vessels are unable to enter the harbour, which happens perhaps once in four times. The landing-places have an advantage over the jetties at the Dover pier, inasmuch as there are separate gangways for embarking and disembarking passengers and luggage, and the general arrangements both for passengers and goods are admirably organised, and the buildings conveniently arranged for the purposes of traffic. The means of access, by the Folkstone incline, from the junction with the main line to the harbour, neutralises the effect of the greater proximity of Folkestone, as compared with Dover, from London, by the South Eastern route; but the Company have already obtained a Bill for a loop line to Sandgate, which might be extended along the coast to the station and pier at Folkestone.

The distances from Boulogne, of Folkestone and Dover, are practically the same, or about 30 English or 26 nautical miles, the difference being slightly in favour of Dover; while the distance from Folkestone to Boulogne, round the north end of the Varne would be 27 nautical miles, or one mile more than from Dover outside the Bassure de Baas; and there is the advantage at Dover of the two railways from London running conveniently on the pier, and of the pier itself (on which so much money has been expended) having nearly approached completion as far as it has yet been authorised. The position of Folkestone would always be under the disadvantage, if larger ships were used at all times of tide, that the well-known shoals, "The Varne" and "The Ridge," on each of which there is at one part only $1\frac{1}{2}$ fathoms of water (at low-water spring tides), lie directly on the route to Boulogne. The South Eastern boats pass, indeed, over $2\frac{1}{2}$ fathoms of water, at a distance of $1\frac{1}{2}$ miles from the shallower part of the Varne, and three miles from the shallower part of the Ridge. But it is not necessary that I should refer here to the natural capabilities that exist for the construction of an improved harbour at Folkestone.

Any report on the general question of continental communication would, however, be incomplete without a cursory reference to the bolder schemes which have been put forward from time to time for avoiding the use of steam vessels altogether, by the construction of bridges or tunnels or tubes, over, under, or in the bed of the channel, with or without islands, piers, or air shafts, so as to connect the Railway system of England directly with that of the Continent.

Elaborate plans, which have since been lost, for a channel tunnel, were laid before the then First Consul, Napoleon Buonaparte, by a French engineer, M. Mathieu, in 1802, and were for some time exhibited in the Luxembourg Palace. After a series of geological investigations, M. Thomé de Gamond also proposed in 1856 the construction of a tunnel, and his propositions were submitted to the examination of a scientific commission, by order of the French Emperor, in that year. That commission appears to have come to the conclusion that it was desirable to test his investigations by sinking shafts and driving short headings under the sea at the expense of the two Governments. Mr. Low, an English engineer, also laid his plans for a tunnel before the Emperor in 1867, and Mr. Hawkshaw, whose attention has been for some years directed to the subject, caused a trial boring to be sunk on each side of the Channel in 1866, in order to test practically the result of his geological investigations. Mr. Remington published a plan for a tunnel in 1865, and has deposited plans and sections with the Board of Trade. And amongst the names of other proposers or projectors in this direction may be enumerated Messrs. Franchot, Tessier, Favre, Mayer, Dunn, Austin, Sankey, Boutet, Hawkins Simpson, Boyd, and Chalmers. Mr. Austin has of late brought his plan more than once to this office.

Of these various projects, those which have of late made the most progress are the bridge scheme of M. Boutet, and the tunnel scheme presented under the chairmanship of Lord Richard Grosvenor, with Messrs. Hawkshaw, Brunlees, and Low, as engineers on the English side, assisted by Messrs. Talabot, Michel Chevalier, and Thomé de Gamond, on the French side. The documents in connection with this latter scheme are now before the Board of Trade. The

result of the deliberations of a French commission, which was appointed by the Emperor, and presided over by M. Combes, the director general of the Ecole des Mines, to inquire into this scheme, were on the whole favourable, as regards the geological and engineering parts of the project, though the members of the commission were divided as regarded its financial prospects, the president and two members attaching more importance to the " utility and grandeur of the undertaking," and three other members looking at it from a more strictly economical point of view. The General Council of Ponts et Chaussées, presided over by the Minister of Public Works, to whom the matter was afterwards referred, were unable, " upon the documents submitted to them, to decide on the probability of success of the tunnel under the Channel," and considered that " if, from political considerations, the undertaking should be considered useful, the Governments should follow up the investigations at their own expense." And the following is a record of the conclusions arrived at by the Council General of Mines, to whom the question was last referred :—

" The Report, dated 2nd March last, of the Special Commission which has examined this project, was read.

" The Council deferred its discussion until the next sitting, in order that each of the members might examine the different papers at the office of the Secretary of the Council.

" After having deliberated,

" The Council were unanimously of opinion that :—

" 1st. Nothing in the disposition of the strata in France or in England, as shown by geological investigations, indicates that, under the conditions of executing the work proposed by the English engineers, the driving of a Submarine Tunnel across the Straits would present insurmountable difficulties.

" 2nd. In the present state of things they would not form any estimate either of the probable duration of the works or their cost.

" The preliminary driving of twin driftways of small section, such as are suggested by the English engineers, is the best means of establishing the possibility of the undertaking, and of ascertaining the nature of the difficulties which may present themselves.

" Upon the question whether the Council ought to recommend the Government to take the proposed scheme into consideration.

" Of the ten members present (the Secretary-General Director of Mines being obliged to leave the sitting before the vote was taken) six have decided in the affirmative and four in the negative—the majority and the minority adopting respectively the reasons grouped in each of the two drafts of § VI. of the conclusions of the Special Commission.

" (Signed on the Register)

" MM. Combes, de Boureuille, de Billy, Piérard, de Hennezel, Baudin, du Sourch, Daubrée, François Harlé, Lamé Fleury."

In this scheme it is proposed to commence by driving preliminary driftways through the *grey* chalk, at a great depth below the bed of the Channel, between a point near Dover and another point near Calais ; as it is conceived that this material would be easily cut through, and would not be likely to present insuperable difficulties from the influx of water : whereas Mr. Remington, as appears from the printed remarks which he has forwarded to the Board of Trade, selects the line from Dungeness to Cape Grisnez, in order to avoid the chalk, and the fissures which he fears to encounter in it, and to work in the Wealden formation, which would, he believes, afford a greater chance of success.

In the case of M. Boutet's bridge scheme, an association has been formed for making experiments, two small bridges have been built in France, and arrangements are made near St. Malo, for a third, a mile in length, to be constructed in two spans of half a mile each. The Emperor Napoleon visited the works of M. Boutet, on a site which has been granted by the French Government, on the 8th instant, and His Majesty is stated to have expressed himself favourably with regard to the project.

This bridge is intended to cross from Dover to Blancnez, and is advocated, in a paper forwarded on the 27th June to the Board of Trade, as (1.) being less costly than a tunnel ; (2.) occupying less time in construction ; (3.) giving no trouble in ventilation ; (4.) avoiding the danger of sudden inundations.

Mr. Charles Boyd has forwarded to the Board of Trade a pamphlet containing his

his proposal for a "marine viaduct" from Dover to Cape Grisnez, constructed with iron girders on 190 towers, 500 feet apart and 500 feet high above the sea, and he estimates the cost of such a bridge at 30,000,000 *l.*

Mr. Hawkins Simpson has addressed the Board of Trade, under date the 25th June, on the subject of working a submarine tunnel on a pneumatic system, which he has termed his "Eolian system," for which he claims cheapness, expedition, superior ventilation, and greater utility.

Mr. Alexander Vacherot has submitted to the Board of Trade a scheme, on which he has several years been engaged, and which he laid before the Emperor of the French in 1856, for "laying on the bed of the sea a tunnel made or formed of concrete, so as to form when completed, a monolith." He would construct it on the shore, and "draw it down to its place in sections." And he considers that greater economy and security might thus be obtained than by the other methods that have been proposed.

Although it was desirable to advert to these various projects, it is not necessary in this place to say any more in regard to them than that while I am unable to convince myself of the feasibility of any bridge scheme, I conceive that it might be wise to test the practicability of a tunnel scheme by means of preliminary driftways. It is probable that, even if any of them should hereafter be carried out in practice, they could not go forward otherwise than under the supervision of, and a previous guarantee from, the two Governments; and obvious that, as at least 10 or perhaps 15 years must elapse before they could be made available for traffic, improvements in the shape of more convenient and larger steam vessels are required in the meantime for the better performance of the service. In this view of the case, I may sum up the conditions of the problem as follows:—

The steam-packet service between England and France, which is in fact a service between Great Britain on the one hand, and Europe and the East generally, on the other, is much in need of improvement. There are now, exclusive of the routes by Ostend and Antwerp, 310,000 passengers a year to be provided for, of whom 142,000 travel by Calais, as the mail route; and those numbers are capable of great augmentation on greater facilities and increased comfort being afforded. The existing steamers, restricted as to their dimensions for want of better pier and harbour accommodation, are not proportionate to the importance of the service. Larger vessels, with less movement in rough weather, more shelter, and better accommodation generally, would do much to mitigate the discomforts of the sea passage; and even contemplating the successful issue of a tunnel project, say in 10 or 15 years, these improvements are much required, and should be effected in the meantime. But larger vessels cannot be employed for a fixed service until better provision is made for embarking and disembarking passengers, especially on the French coast. The pier at Dover is not only ready, but has frequently been used for military transport-vessels of the largest size, though certain improvements are required in the jetties for greater convenience in embarkation and disembarkation. The difficulties in the way of fitting the harbour of Calais for the reception at all times of larger vessels are very great, but by a judicious extension of the west pier at Boulogne, similar accommodation might be provided on the French side. At a cost of, say 100,000*l.* at Dover, and 500,000*l.* at Boulogne, the desired object might, apparently, be attained in the most economical and most expeditious manner. By the adoption of steamers capable of moving with equal facility in either direction, the difficulties incidental to turning round in small harbours may be avoided; and the existing harbours at Dover and Boulogne might, with certain modifications, be made available to some extent for improved vessels. The question might thus be temporarily solved if the two Governments were not prepared to carry out a larger scheme. If they are prepared to face a greater expense, there is the more extensive project of Mr. Fowler, for constructing, at a cost of two millions of money, special harbours for special steamers; and there can be no doubt that this project presents—whether the railway carriages be ferried over or not—a more comprehensive mode of dealing with the subject. The relative distances may be stated to be:—between Dover and Audresselles 24, Dover and Calais 26, and Dover and Boulogne 30 English miles; while the passage to Boulogne, though longer,

is admitted to be better than that to Calais. Either by the construction of new harbours at Dover and Audresselles, at a cost (as estimated by Mr. Fowler) of 2,000,000 *l.*, inclusive of steamers, or by the improvements above suggested at Dover and Boulogne, at a cost of 600,000 *l.*, exclusive of new and improved steamers, the immediate object should be to provide an improved fixed service, irrespective of wind and tide, between London and Paris in eight hours; and it would appear to be desirable now to refer the whole matter, through the Foreign Office, for the consideration of the French Government, with a view, perhaps, to the appointment of an international Commission, in which that Government would, no doubt, readily acquiesce, and without which the important interests involved could not be authoritatively dealt with, nor the general question satisfactorily decided.

I have, &c.
(signed) *H. W. Tyler.*

R. G. W. Herbert, Esq.,
Board of Trade.

ENGLAND AND FRANCE (CHANNEL PASSAGE).

COPY of Report of Captain *Tyler* to the Board of Trade upon the Improvements in the Channel Passage between *England* and *France*.

(*Mr. Gilpin.*)

Ordered, by The House of Commons, *to be Printed,* 26 *July* 1869.

353.

Under 2 *oz.*

FOREIGN SEAMEN AND APPRENTICES.

RETURN to an Order of the Honourable The House of Commons, dated 12 July 1869;—*for*,

RETURNS "showing the Number of FOREIGN SEAMEN employed in BRITISH SHIPS Registered in the UNITED KINGDOM for the Year 1868:"

"Of the Number of APPRENTICES Bound and Registered in BRITISH SHIPS for the Year 1868, and showing the Number of Years they are each respectively Bound:"

"And, of the Number of BRITISH SEAMEN employed in BRITISH SHIPS Registered in the UNITED KINGDOM for the Year 1868 (in continuation of Parliamentary Paper, No. 495, of Session 1867-8)."

Board of Trade, 11 August 1869.

T. H. FARRER.

BRITISH SEAMEN.

RETURN showing the Number of BRITISH SEAMEN employed in BRITISH SHIPS Registered in the UNITED KINGDOM for the Year 1868.

YEAR.	Number of British Seamen.
1868 - - - -	* 177,239

* Includes all capacities, excepting masters.

FOREIGN SEAMEN.

RETURN showing the Number of FOREIGN SEAMEN employed in BRITISH SHIPS Registered in the UNITED KINGDOM for the Year 1868.

YEAR.	Number of Foreign Seamen.
1868 - - - -	20,263

General Register and Record Office of Shipping and Seamen, Adelaide Place, London Bridge, November 1869.

Jno. J. Mayo, Registrar General.

RETURN of the Number of APPRENTICES Bound and Registered in BRITISH SHIPS for the Year 1868, and showing the Number of Years they are each respectively Bound.

YEAR.	Number of Years for which Bound.											TOTAL.
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	
1868	39	144	977	2,436	990	212	141	27	8	1	–	4,975

General Register and Record Office of Seamen, 6, Adelaide Place, London Bridge, E.C. 16 July 1869.

Jno. J. Mayo, Registrar General.

FOREIGN SEAMEN AND APPRENTICES.

RETURNS showing the Number of FOREIGN SEAMEN employed in BRITISH SHIPS Registered in the UNITED KINGDOM for the Year 1868; of the Number of APPRENTICES Bound and Registered in BRITISH SHIPS for the Year 1868; and, of the Number of BRITISH SEAMEN employed in BRITISH SHIPS Registered in the UNITED KINGDOM for the Year 1868 (in continuation of Parliamentary Paper, No. 495, of Session 1868).

(*Mr. Lush.*)

Ordered, by The House of Commons, *to be Printed,*
11 *August* 1869.

GOTTLAND AND HELIGOLAND.

RETURN to an Order of the Honourable The House of Commons, dated 12 July 1869;—*for*,

COPIES "of any REPORTS made to the Board of Trade by the Assistant Secretary to the Marine Department respecting WRECKING in *Gottland* and STEAM NAVIGATION in the *Baltic*, and of any CORRESPONDENCE relating thereto:"

"And, of any CORRESPONDENCE between the Board of Trade, the Committee of Lloyd's, and of the Committee of the Salvage Association respecting WRECKING in *Heligoland*, and of any ACT or ORDINANCE recently passed with reference thereto."

Board of Trade, 29 July 1869.

T. H. FARRER.

(*Mr. Candlish.*)

Ordered, by The House of Commons, *to be Printed*, 30 *July* 1869.

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COPIES of Reports made to the Board of Trade by the Assistant Secretary to the Marine Department respecting Wrecking in *Gottland* and Steam Navigation in the *Baltic*, and of Correspondence relating thereto:—and, of Correspondence between the Board of Trade, the Committee of Lloyd's, and the Committee of the Salvage Association respecting Wrecking in *Heligoland*, and of any Act or Ordinance recently passed with reference thereto.

— No. 1. —

No. 11.—24 October 1865.

AN ORDINANCE, enacted by the Governor of *Heligoland*, with the advice and consent of the Legislative Council thereof, entitled—

An Ordinance enacting Amendments to the existing Strand Laws of *Heligoland*.

Whereas it is necessary to define more clearly certain points in connection with the existing Laws regarding Wreck and Salvage cases, be it enacted by his Excellency the Governor, with the advice and consent of the Legislative Council, as follows:— Preamble.

I. Every vessel or boat belonging to this Colony shall, subject to the arrangements hereinafter to be described, be obliged to render immediate assistance to a vessel in distress, when such assistance is possible. Every vessel or boat is bound to render assistance.

II. Every vessel or boat as mentioned in paragraph I., proceeding to the aid of a vessel in distress, or to place a pilot or pilots on board, shall be manned by seamen chosen by lot, according to the rules and customs of the island; provided that in any immediate case of danger to human life or to a vessel in distress, there shall be no time to fulfil the formalities required by law. Above-named vessels or boats to be manned by lot.

III. Every vessel or boat, as above mentioned, shall be under the charge of a pilot officer, who shall be responsible for the good behaviour of the crew of his vessel or boat in every respect. Each vessel or boat to be under the charge of a responsible pilot officer.

IV. No agreement or contract made by the master of a vessel in distress, either for the remuneration of pilots or for the employment of boats, is valid, provided that the master of such vessel, or accredited agent thereof, shall think fit to bring the case before the Wreck Court of this Colony for adjudication, or shall choose, in common with the pilots or boatmen aforesaid, any two respectable inhabitants of the said Colony to form a court of adjudication in such cases. No agreement made with a master of a vessel in distress to be binding provided that the Master shall desire further adjudication thereon.

Provided that a member of executive council, to be nominated in each case by the Governor, shall sit as president of such court of adjudication. Provided that a member of Executive Council chosen by the Governor is president of such court.

Provided further that in each case adjudicated by the Wreck Court, an appeal shall lay with the Governor in executive council. Provided that an appeal to the Governor lays in each adjudicated case of Wreck Court.

V. Any vessel deserted, whether found at sea or stranded, or any portions of a vessel or cargo, shall immediately be handed over to the officials of the Wreck Court for safe custody. Wrecks or stranded goods to be given over to care of Wreck Court officials.

VI. Any person or persons infringing the above rule shall be liable, on the complaint of the Wreck Court, to such punishment, before the stipendiary magistrates or Court of Sessions, as the case may be, according to the mode, as laid down in the Strand Laws, as administered by the formerly existing Landvogt's Court. Persons disobeying liable to punishment.

VII. Any

Persons intimidating masters into a surrender, and pilot officers countenancing such proceedings liable to punishment.

VII. Any person or persons attempting either to intimidate a master of a vessel in dist ess into a surrender of his vessel, or into agreeing to an extortionate price for their services, either as pilots or otherwise, shall be liable to punishment in each case, according to the mode as laid down in paragraph VI. of the present Ordinance; and any pilot officer who shall countenance such proceedings shall, in addition to his due punishment according to law, as defined in paragraph VI. of the present Ordinance, be liable to dismissal from the said post of pilot officer, or to suspension for such time as the Wreck Court may deem fit.

Persons refusing to aid a vessel in distress on the grounds of the promised payment being insufficient, are liable to punishment.

VIII. Any person or persons refusing to aid a vessel in distress, on the grounds of the promised payment being insufficient, shall be liable to punishment in each case, according to the mode as laid down in paragraph VI. of the present Ordinance.

Pilot officers countenancing disorder liable to punishment.

IX. Any person holding the position of pilot officer, who shall countenance any disorder among his crew, when employed in salvage, or shall countenance in the slightest degree any of the proceedings mentioned in the preceding paragraphs, shall, in addition to the punishment which the strand laws in such cases award, be liable to immediate dismissal from the said post of pilot officer, or to suspension for such time as the Wreck Court may deem fit.

— No. 2. —

(M. 8607.)

Colonial Office to Board of Trade.

Sir, Downing-street. 18 September 1868.

With reference to my letter of the 7th July, forwarding a copy of a Despatch from the Governor of Heligoland, with a draft of an Ordinance "enacting Amendments to the existing Strand Laws of Heligoland," I am directed by the Duke of Buckingham and Chandos to transmit to you, for the consideration of the Lords of the Committee of Privy Council for Trade, a copy of a further Despatch from Colonel Maxse, forwarding a new draft Ordinance, in which some changes in detail and general arrangements have been inserted in consequence of the late visit of Mr. Gray to Heligoland.

No. 45, 28 August 1868.

His Grace desires me to express his satisfaction at learning from the Governor that Mr. Gray had kindly given his valuable assistance in the preparation of the Ordinance.

I am, &c.

The Assistant Secretary, (signed) *T. Frederick Elliot.*
Marine Department, Board of Trade.

Enclosure 1, in No. 2.

(Legislative, No. 45.)

Lieut.-Colonel *Maxse* to the *Duke of Buckingham.*

My Lord Duke, Heligoland, 28 August 1868.

With reference to my Despatch, No. 33, of the 24th June 1868, and enclosures, I have now the honour to enclose herewith, for your Grace's approval, a new draft of the ordinance which I propose to enact on the subject of the Strand Laws of Heligoland.

I have been induced to forward this new draft to your Grace, in which some changes in detail and general arrangements are inserted, in consequence of the late visit to this island of Mr. Gray of the Board of Trade.

Mr. Gray had been good enough to bring with him a copy of the former draft which I had forwarded to your Grace, and to go through the various sections with me.

I am very much indebted to Mr. Gray for the trouble which he has taken, and for his efficient advice in connection with the enclosed draft, and which, in consequence, I trust will meet with your Grace's approval.

I have, &c.

(signed) *Fitz Maxse*, Lieut.-Colonel.

His Grace the Duke of Buckingham and Chandos,
&c. &c. &c.

Enclosure 2, in No. 2.

(No. 7.—23 November 1868.)

AN ORDINANCE Enacted by the Governor of *Heligoland*.

AN ORDINANCE Enacting Amendments to the existing STRAND LAWS of *Heligoland*.

Preamble.

WHEREAS it is necessary to define more clearly certain points in connection with the existing laws relating to wreck and salvage cases, and to make certain amendments thereon, be it enacted by his Excellency the Governor, as follows:

Owners, masters, and crews of boats belonging to the island bound to assist ships in distress.

I. The owners, master, and crew, and every person for the time being on board every vessel or boat belonging to this island, shall, subject to the provisions hereinafter contained, be obliged to render immediate assistance to every ship or vessel in distress, and to the master and crew thereof, when such assistance is possible.

Boats to be manned by lot. Exception.

II. Every vessel or boat proceeding to render assistance to a ship or vessel in distress, or proceeding to place a pilot or pilots on board any ship or vessel, shall be manned by a crew chosen by lot, according to the rules and customs for the time being in force in the island. Provided always, that in any case in which, from the apprehension of immediate danger to human life or property, there is not, in the opinion of the receiver of wreck, sufficient time to fulfil the formalities required by law as to choosing crews by lot, any vessel or boat belonging to the island may proceed to render assistance with a crew not chosen by lot, and if in cases of apprehension of immediate danger as aforesaid, there is not, in the opinion of the receiver, sufficient time to choose a crew by lot, and if no vessel or boat belonging to the island proceeds to sea, voluntarily to render assistance under this section, then it shall be lawful for the receiver of wreck to direct any vessel or vessels, or boat or boats he may select, with a sufficient number of hands, and with the necessary equipments, to proceed to render assistance, or to place a pilot on board; and every person neglecting or refusing to proceed to sea when required to do so by the receiver of wreck, under this section, shall, in addition to any other penalties to which he may render himself liable by his misconduct, be also liable to such a fine, not exceeding five pounds, as the Wreck Court, or the Governor, on appeal from the Wreck Court, may determine for each offence.

Each boat to be in the charge of a pilot officer.

III. Every vessel or boat belonging to the island, and proceeding to render assistance to a ship or vessel in distress, or to place a pilot on board, shall, when possible, be in charge of a pilot officer, who shall be held responsible for the good behaviour of the crew of such vessel or boat in every respect; but if in any case a pilot officer cannot be placed in charge as aforesaid, then it shall be the duty of the receiver to appoint any person he may think fit to take charge as a pilot officer; and the person so appointed by the receiver shall have all the powers and privileges, and be subject to all the liabilities, of a pilot officer for the time being.

Agreements made with the master of a ship in distress not to be binding in certain cases.

IV. No agreement or contract made by the master or other person in charge of any ship or vessel in distress, either for the remuneration of a pilot or pilots, for the employment of boats, or for assistance rendered, is valid if the master of the vessel, or any duly appointed agent of the owner, master, insurers, or consignee shall think fit to bring the case before the Wreck Court hereinafter mentioned; and in all cases adjudicated on by the Wreck Court an appeal shall lay with the Governor.

Derelict ships and property stranded or picked up at sea to be delivered to the Receiver of Wreck.

V. Every derelict ship or vessel, and all articles forming the cargo, apparel, or furniture of any ship or vessel, and all wreck, whether found at sea or stranded on the coasts of the island, shall be reported and delivered to the receiver of wreck as follows: that is to say, if the property is found afloat it shall be delivered to the receiver immediately it is brought to this island; and if it is found stranded on the island it shall be reported to the receiver of wreck within one hour after it is found, and shall be delivered into his custody at such time and place as he may appoint, and any person failing to comply with the provisions of this section, shall, besides any other penalties to which he may render himself liable, be punished as follows: that is to say, he shall forfeit all claims to salvage, and shall pay to the public revenue of the island a sum equal to double the value of the property found as aforesaid.

Penalties for breaches of this Ordinance.

VI. Any person or persons infringing any of the provisions of this Ordinance, and being duly convicted thereof before the stipendiary magistrate, Wreck Court, or Court of Sessions, as the case may be, shall be liable to the fines, forfeitures and penalties, to which he or they would have been subjected by the Strand Laws, as administered by the formerly existing Landvogts Court.

Penalties for intimidating masters of ships.

VII. It shall not be lawful for any person or persons to persuade, or attempt to persuade, or to intimidate, or attempt to intimidate, the master or other person in charge of a ship or vessel in distress, or in want of a pilot, into a surrender of his ship or vessel, or into agreeing to an extortionate price for pilotage or other services; and every person acting in contravention of this section shall be liable to punishment in each case as provided in

Section VI. of this Ordinance, and any pilot officer who abets or countenances such proceedings, shall, in addition to his due punishment, as provided in Section VI. of this Ordinance, also be liable to dismissal from the said post of pilot officer, or to suspension for such time as the Wreck Court may deem fit.

Persons refusing to render assistance on the grounds of insufficient payment.
Penalty.

VIII. Any person or persons refusing to aid a vessel in distress, on the grounds that the promised payment is insufficient, shall, on conviction by the stipendiary magistrate or Court of Session, as the case may be, be liable to punishment in each case as provided in Section VI. of this Ordinance.

Pilot officers countenancing disorder.
Penalty.

IX. If in any case it is proved to the satisfaction of the stipendiary magistrate, or Court of Sessions, as the case may be, that any person holding the position of pilot officer has countenanced any disorder among his crew when employed in salvage, or has countenanced in the slightest degree any of the proceedings mentioned in the preceding sections, such pilot officers shall, in addition to the punishment which the Strand Laws provide for such cases, also be liable to dismissal from the post of pilot officer, or to suspension for such time as the Wreck Court or Court of Sessions, as the case may be, may determine.

Receiver of Wreck.

X. The principal officer of coast guard, stationed on the island, shall be the receiver of wreck for the purposes of this Ordinance.

Constitution of Wreck Court.
Appeal to the Governor.

XI. The Wreck Court shall consist of the stipendiary magistrate, and shall have power to make all awards in cases of salvage, and to conduct the general business, judicial and otherwise, in connection with wreck and salvage; and an appeal from the awards or decisions of the Wreck Court shall lay with the Governor, provided that due notice of such appeal is given within three days, or sufficient unavoidable cause shown for the delay.

The island to continue to employ pilots, seamen, and workmen.

XII. The Colonial Government, according to old laws and customs, shall continue to employ and pay all pilots, seamen, and workmen engaged in wreck or salvage cases off the island, to the exclusion of independent wreckers.

Per-centage formerly received by the Wreck Court to be paid into the treasury of the island.

XIII. The per-centage heretofore received by the members of the Wreck Court shall, for the future, be paid into the island treasury towards the reduction of the public debt.

Maximum salvage one third.

XIV. The maximum salvage to be awarded in any case by the stipendiary magistrate, the Wreck Court, or the Court of Sessions, shall not exceed one-third of the value of the property salved. Provided always, that cases of very special character may be reported upon by the court, and an increased rate of salvage adjudged on the special confirmation of the Governor; but the amount of salvage sanctioned by the Governor, under the powers vested in him by this Enactment, shall in no case exceed one-half of the value of the property salved.

Salvage to be paid for the preservation of life.

XV. Wheneve rrisk is incurred by the master, or by any member of the crew of a vessel or boat belonging to the island in saving the life or lives of any person or persons on board any ship or vessel stranded or in distress, there shall be payable to the salvors of life such remuneration, by way of salvage, as the stipendiary magistrate, the Wreck Court, or the Court of Sessions may determine; and the amount of salvage of life due and awarded under this enactment shall be a charge on the ship, or on any part of the ship, apparel, cargo, or wreck that may be saved, and remuneration for salvage of life, under this enactment, shall take priority of all other claims for salvage.

Wreck saved on the coast of Germany or Denmark to be delivered to the authorities there, and not to be brought to this island.

XVI. Whenever any person or persons on board any boat or vessel belonging to this island shall save life or property from any ship or vessel stranded or in distress, within three English statute miles of any part of the coast of the North German Confederation, or of the dominions of his Majesty the King of Denmark, or on any sandbank, rocks, or islands belonging to the said Confederation, or belonging to his Majesty the King of Denmark, the person or persons, and the property so saved, shall (notwithstanding the enactment contained in Section V. of this Ordinance) be landed by the salvors at some place within the said dominions, as the case may be; and shall be reported to the proper officer within the said Confederation or dominions; and if in any case any person or persons, or any ship, property, cargo, apparel, or wreck, saved within the limits aforesaid, are brought to this island, no remuneration shall be payable in respect of the services rendered to the said person or persons, or to the said ship, property, cargo, apparel, or wreck, unless it shall appear to the Wreck Court, or the Court of Sessions, as the case may be, or the Governor, on appeal to him, that the special circumstances of the case rendered a departure from this Enactment necessary for the safety of the salving vessels and their crews.

Repeal of Ordinance, No. 11, of 1865, &c., &c.

XVII. The Ordinance numbered 11, of the 24th October 1865, as well as all enactments contained in any other Ordinance, and inconsistent with the terms of this Ordinance, are hereby repealed.

— No. 3. —

(M. 8607.)

Board of Trade to Colonial Office.

Board of Trade, Whitehall,
25 September 1868.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 18th instant,* forwarding a copy of a further Despatch from Colonel Maxse, with a new draft Ordinance to amend the Strand Laws of Heligoland.

* See *Ante*, No. 2.

In reply, I am to state, for the information of the Duke of Buckingham and Chandos, that in the opinion of the Board of Trade the proposed Ordinance may properly receive approval.

I have, &c.
(signed) *Thomas Gray.*

The Under Secretary of State,
Colonial Office.

— No. 4. —

REPORT ON WRECKING IN GOTTLAND.

To the Chief Secretary, Board of Trade.

London, 3 September 1868.

Sir,

1. ON the 13th November 1867, Mr. Perry, Her Majesty's Consul at Stockholm, addressed a letter to the Board of Trade, in which the following passage occurs, viz.:—

"The object I have in view (in wishing to come to London) is to prove to you that certain judicious steps ought to be taken to prevent a continuance of the robberies, delay, endless confusion, and even litigation, connected with all the numerous English wrecks on the eastern coast of Sweden, which is within my jurisdiction.

"If I were obliged to enter, in writing, into the merits of the case, it would of necessity involve a great deal of personal accusation and delicate statements, which would lay me open to injurious consequences of every kind, without any benefit to British interests. I feel convinced you would not wish to place me in such an unpleasant predicament. Besides, it is utterly impossible, in writing upon such a comprehensive subject, to anticipate all the interrogatories which the Lords of Trade, and the committee of Lloyd's, might wish to put to me to enable them to fully appreciate the importance of the question in all its bearings."

2. The above extract shows very clearly the opinion of Her Majesty's Consul at Stockholm, that loss is entailed in British interests in the case of wrecks and casualties on the east coast of Sweden within his jurisdiction.

3. Mr. Perry at the same time enclosed, for perusal at the Board of Trade, a copy of a letter from Mr. Erskine (who is, I believe, Lloyd's agent at Stockholm), addressed to Lloyd's. This letter throws some light on the manner in which the "robberies, delay, and endless confusion," referred to by Mr. Consul Perry, are effected and arise.

4. Mr. Erskine, in the letter above referred to—a letter written to Lloyd's respecting the proceedings of Mr. Consul Perry, in a certain wreck case in Gottland—makes the following statement, viz.:—

"He (Mr. Consul Perry) discovered that several persons resident there, and endowed with the notorious propensities of those islanders, pretended each to the right of acting on behalf of the separate interests, though really but creating confusion and detriment. However, by judicious and prompt steps, he prevented, not only the impending sacrifice of ship and cargo, but placed both interests in safety."

5. From the above it will be seen how the losses referred to by Mr. Consul Perry, as occurring on the east coast of Sweden, may be and are sometimes inflicted.

6. It will also be seen that Mr. Consul Perry thought these losses so serious, and the matter so delicate and complicated, that he desired a personal conference with the Secretary to the Board of Trade. It was his desire to obtain such an interview to prevent the losses referred to, and because so long as he only wrote to the Board of Trade he "could not anticipate all the interrogatories which the Lords of Trade and the Committee of Lloyd's" might wish to put to him.

7. Many representations had also been made to the Board of Trade by persons connected with commercial interests in this country, which tended to confirm the general truth of the statements made by Mr. Perry and Mr. Erskine as to the losses referred to, and went to prove that Mr. Perry's estimate of them was not too high.

8. In the latter end of July, when I had accepted an invitation of the Governor of Heligoland to pass a few days there, and was about to start, a letter, from which the following is an extract, was received at the Board of Trade:—

Lloyd's, London, 22 July 1868.

"The committee desire me to say, that they hope you will not object to extend your journey to the Island of Gottland, where, as you are aware, an active and most pernicious organisation exists, through which many frauds are alleged to be perpetrated; and certainly heavy exactions are levied on English vessels and merchandise. If you are prepared to proceed to Gottland, the committee will direct one of their officers, who has recently visited Gottland, to accompany you.

(signed) "*J. A. W. Harper.*"

9. This letter was duly submitted to yourself and to the president, his Grace the Duke of Richmond, and I was directed to proceed in compliance with the request of the committee of Lloyd's Salvage Association.

10. On the 25th July I started, *viâ* Hamburg, under the guidance of Captain Sceales, a most experienced and able officer of the committee.

At Hamburg Captain Sceales and I had an interview with several persons largely connected with commercial interests, and found that the opinions they all entertained went far to confirm the statements made by Mr. Consul Perry to this Board, and by Mr. Erskine to Lloyd's.

11. The underwriters at Hamburg, through their president, were very strong indeed in their expressions of opinion as to the frauds committed in Gottland on underwriters, and they suggested that the best remedy would be to appoint some one person, both as Lloyd's agent and Vice-Consular agent at Wisby.

12. In Hamburg we heard of the existence of an association, or organisation, in Gottland, known popularly amongst underwriters as the "Wrecking Gang." This organisation, we have no doubt, consists of the persons referred to in paragraph 4 above, as having been discovered by Mr. Perry in Gottland, "endowed with notorious propensities," and "as representing separate interests."

13. We were here again informed, and, indeed, the experience of Captain Sceales himself also proves, that where a ship is wrecked in Gottland the members of this pernicious organisation affect to represent the interests of the various parties concerned, and thus get the management into their own hands. For example,—one member, it was said, will affect to be agent for the shipowner, another for the owner of the cargo, another for the insurers, another will represent himself as the consular agent, and then another will become agent for the salvors.

14. It was urged on our attention, and it certainly is evident that, things being in this state, the interests of the owners and underwriters are the only interests not protected, and as many of the ships are British ships, as a very great proportion of the cargoes are British cargoes, and as, in most cases, British underwriters are losers, the question appears to us to be one demanding the very serious attention of influential representatives of commercial interests in this country.

15. The

15. The next place we visited was Copenhagen, and during our stay there we had much conversation with a gentleman who is an underwriter, and also the head and, I believe, founder of a salvage association in Copenhagen. This Copenhagen Salvage Association is provided with powerful screw steamers, air pumps, diving apparatus, and all other appliances necessary for effective salvage. The difference between the Gottland organisation and the Copenhagen Salvage Association is marked. The Copenhagen association does render effective service, and does save property, and, above all, charges moderately; whilst the Gottland organisation charges immoderately for small services or useless interference.

16. The gentleman referred to in the last paragraph repeated the story, that in Gottland the people worked together to plunder and condemn wrecked vessels and cargoes. He spoke very strongly against the perfect organisation at Wisby, and of the consequent losses and frauds on underwriters and owners. He also told us that information respecting wrecks in Gottland was kept back from his society, and that although liberal terms had been offered to any person who would send him notice, he could get no information respecting wrecks there.

17. This gentleman also said that one of the remedies appeared to him to lie in the appointment of a British Vice-Consul, and a good and trustworthy agent for the underwriters.

18. Next we saw the president of the underwriters at Copenhagen. He was very strong in the same strain. From the state of things in Gottland there is, he said, absolutely no one there now in a position to protect the interests of underwriters. He looks on the appointment of an independent man as vice consul and agent for underwriters as absolutely necessary.

19. The statements already made respecting the Gottland organisation were repeated and confirmed by many persons at Copenhagen.

20. In Copenhagen we also met one of the leading Hamburg underwriters, and he pointed out how very necessary it is that care should be taken by underwriters in selecting their agents, and, in a place like Gottland, in placing them in an independent position when possible; and, above all, that where one body of underwriters dismisses an agent for malpractices, and another body of underwriters retains him as an agent, infinite mischief is caused; and he mentioned one instance in which a person who was formerly an agent to the Hamburg underwriters in a place he named, and who was removed from his post, still retained the agency for Lloyd's in London.

21. The gentleman who gave us this information says that he does not find vice-consuls of much use; that they generally look after their own interests and become localised. He looks for security in the appointment of good agents for the underwriters, and in a supervision of those agents by practical men sent out from time to time.

22. The Hamburgers have a law that anything done at wrecks without the agent of the underwriters is null and void. This is, no doubt, a good law; but to make it really effective their agents must be trustworthy and subject to inspection and supervision, or local associations and practices will corrupt them, and the intention of the law will be frustrated.

In Copenhagen I was introduced to a gentleman holding a prominent position amongst the underwriters, a judge in the Maritime Court, and a member of the Danish Parliament, and he corroborated many of the statements as to the losses inflicted on shipping by the Gottlanders.

23. From Copenhagen we proceeded to Wisby. Captain Sceales had resided there for some eight months, and was well acquainted with Gottland.

24. On our arrival in Wisby we were about to call on the Governor of Gottland, but, unfortunately, he was away in Stockholm.

25. At Wisby, the statements of Mr. Consul Perry (referred to in paragraph 1), and of Mr. Erskine (referred to in paragraph 4), and of all other persons before referred to, were confirmed as to the existence of a pernicious organisation in Gottland, and we were fortunate enough to obtain a list of the names,

residences, and positions of its members. It consists, or a short time ago did consist, of a certain number of persons, more or less influential or notorious, living at various parts of the island, and forming, as it were, a network around it.

26. The membership does not appear to be confined to any particular class, trade, or calling, but is open alike to the farmer, the merchant, the agent for insurers, and the consular officer.

27. It is unnecessary for us to give the names of the members of this organisation, because we believe the Government of Sweden and the commercial interests in this country are now fully alive to its existence and its proceedings, and that steps will be taken (amongst others we hope the appointment of an energetic and independent man at Wisby as an underwriters' agent) whereby its continued influence on British interest will become impossible.

28. By way of illustrating the manner in which frauds are committed by this organisation on the underwriters and owners of ships, the following case may be useful. It is not so bad a case as some :—

A vessel got on shore; the weather was fine; and she was taken afloat the same day by a person who is reported to be a member of the Gottland organisation, very little damaged, and lay in harbour for many days. She did not make more water in any one day than could be pumped out in 10 minutes, or at the outside a quarter of an hour. After lying in harbour leaking steadily at this rate for some time, one day she suddenly leaked heavily. The ship was examined, and it was found that some of the oakum had been driven out of the seams. This was repaired, and the vessel did not leak much while the oakum remained in, but it was pulled out again.

The captain and mate were subsequently seen to go on board the vessel on two occasions. After one of their visits the vessel got deeper in the water, and after the other she went down altogether at her moorings.

A survey was held, and the vessel was condemned in due course. She was a new ship, and was sold for about one-fifth of the sum for which she was insured. She was bought by the member of the organisation, who was salvor, and the conditions of sale were strongly against any one else buying her.

Shortly after the sale was effected, the leak was stopped and she was afloat in a few hours. Her bottom was repaired by a few hands, and she took in cargo and sailed away. She was re-christened, and is still running. The agent of the underwriters, who is also reported to be a member of the organisation, had a representative present at the ship in their behalf, and the underwriters dismissed him on account of this case, and declined to pay insurance.

29. The particulars of one more case may not be uninteresting; it is as follows :—

A vessel went ashore in extremely fine weather, with the sea quite smooth. The salvage lasted less than half a day. A sworn statement was made that a person, who is stated to be one of the members of the Gottland organisation, represented himself to the master as British Vice-Consul, although there is no British Vice-Consul in the place where she went ashore.

The person purporting to be the British Vice-Consul then advised the employment as salvor of a person who was with him; this person is also stated to be a member of the organisation; and a third person, also a reputed member of the organisation, was accepted as agent for the ship and cargo. The salvage was effected (in less than half a day as stated), under the direction of another "member;" and still another "member" acted as one of the surveyors. The sum demanded as remuneration or salvage was enormous. If the persons representing opposite interests were, as is stated, members of one organisation it is easy to see that all sorts of claims might be accepted and paid.

30. Disputed cases are referred backwards and forwards from Wisby to Stockholm, and are finally settled in court at Stockholm, after delays and expenses innumerable.

31. Whether Mr. Consul Perry's representations as to robberies are really borne out or not, we certainly think that both the Board of Trade and the Committee of Lloyd's may safely accept it as a fact, that British interests do suffer, not only from the proceedings of an organisation of wreckers, but also from

from the unsatisfactory Wreck Court in Gottland, and the delays and expenses consequent on references and appeals, and that remedial steps are necessary.

32. It may be well to refer to one or two remedies that have been suggested or partially adopted.

The greatest cause of all the evil is admitted on all hands to be excessive insurance; and on this subject much has been said, but nothing has been done in the United Kingdom. The question, whether the British Legislature can or cannot interfere, and, if it can, whether it should or should not interfere to prevent over insurance, is part of a very large question. Any active grappling with the real evil in this country is put off from time to time because of its difficulty and magnitude, and the evil itself attracts less and less attention as it becomes more and more common.

33. I was informed that in Denmark it is not legal to insure a ship for more than a certain proportion, say three-fourths of her value. It may be thought worth while to inquire whether there is such a law and how it operates in Denmark, and especially how the value is ascertained and assessed, before any further steps are taken with a view to legislate in this country.

The invariable accompaniments of excessive insurance are collusion between the owner and master against the insurers, and fraudulent acts of the owner or master (as in the case of the "Severn"); and we think that the present state of things in Gottland is decidedly in favour of collusion in cases of meditated fraud of this sort.

34. But in Gottland there is a far more powerful cause of loss than collusion between the owner and master, viz., collusion between the master and the salvors. It appears, from cases reported to us, that a master is sometimes induced, by liberal offers or by payment of money, to wreck his ship, or, if his ship does strike, to hand her over to persons in the island who manage the whole case for the joint advantage of the fraudulent master and of themselves. Excessive and fraudulent claims may be made by one person, say as agent for the salvors, and admitted by another as agent for master or owner, or it may be agent for the insurers; and when the agencies and positions held by the members of the organisation are borne in mind, the opportunity for making and enforcing excessive charges will be understood. We were informed of a case that happened not very long ago, in which the salvors were heard complaining that they did not get enough, as they had to give the master so much.

35. We think it important to point out that British interests in Gottland do not suffer by the pilferings and petty thefts of the labourers and lowest classes on the island. These men are honest enough. The loss is inflicted by the members of the organisation getting an ascendancy over the labourer and peasant, and so preventing him from working at wrecks unless through the agency of one of the members. The labouring classes do not seem to understand that they can render assistance in saving wreck without the intervention of some middle man. It thus happens that through the ignorance of the salvors the members have, until lately, got a monopoly in wrecking and have obtained immense profits.

They pay the labourers who do the work very little indeed, and they make the ship pay very highly for the work done, and profit by the difference.

36. Of the many remedies suggested, the following have appeared to Captain Sceales and myself to be worth consideration:—

1. The appointment of a paid agent for underwriters, free from the influence of party there.

2. The frequent visit of some supervising special agent on the part of the underwriters.

3. An alteration in the procedure in the Wreck Courts at Wisby and Stockholm.

4. The presence of a Swedish gunboat in Gottland, and active co-operation on the part of the Governor.

5. The appointment of a British Vice-Consular agent in Wisby.

37. We look upon these remedies as of the greatest importance. The British underwriters have already employed, as a special agent in some cases, a Lieutenant Falk, of the Gottland militia, and he has done much to protect their interests, although, in the performance of his work for the underwriters, he has been subject to organised opposition and innumerable difficulties.

Captain Sceales is of opinion (an opinion in which I entirely concur) that underwriters could not have a more energetic, trustworthy, or valuable representative on the island; and as he has the confidence of Lloyd's, I did not hesitate to endorse a written recommendation to the masters of British ships in distress in Gottland, informing them that they would do well to employ Lieutenant Falk if they wanted assistance.

38. But let an agent, as in Lieutenant Falk's case, be ever so good, at these out-of-the-way places he must, to remain so, be placed in an independent position; and the periodical inspection of an intelligent supervising officer of Lloyd's would with advantage be made from time to time.

39. As regards the courts in Wisby, we think right to mention that the vexatious delays caused by the decisions there, and the consequent references backwards and forwards, between Wisby and Stockholm, are the means of keeping owners and underwriters out of their money; and that the decisions at Wisby, the references, the procedure, and the consequent loss of time, sometimes cause underwriters to entertain claims they would at once reject if the means of having the case fairly decided with speed were at hand.

40. We arrived at Stockholm on Sunday, the 9th August, and on Monday I sent to Mr. Consul Perry to inquire for letters.

I subsequently called on Mr. Perry at his residence, where I spent about an hour with him, conversing about the state of things in Gottland, the proceedings of the wreckers there, and the part taken by him (Mr. Perry) and by Lloyd's Salvage Association in Lieutenant Falk's case. I told him (Mr. Perry) where I had been, whom I had seen, and what I had done so far, as well as what I proposed doing and where I was going, and I mentioned the names of some gentlemen on whom Captain Sceales and I might probably call. I explained to him that, as I was on an unofficial tour, although making inquiries for the Board of Trade, I did not want any assistance on the part of our Minister. I accompanied Mr. Perry to his office and saw a gentleman, acting as clerk or assistant there, who appeared to be a very intelligent and valuable assistant, and to be master of the wrecking business. On Mr. Perry's direction he gave me some information about one of the gentlemen who had signed Lieutenant Falk's testimonial, and whose name was often mentioned in connection with Lieutenant Falk's case. Mr. Perry informed me that Her Majesty's Minister was away from Stockholm, and that he and Mr. Pakenham were Her Majesty's representatives for the time being. Mr. Perry further informed me, that Mr. Pakenham was appointed to some other mission or court, and was then living at an hotel in expectation of having to leave Stockholm at any moment, and that one of the Secretaries of Legation then in Stockholm was ill. Mr. Perry proposed that he should make Mr. Pakenham acquainted with my visit, and arrange for an interview at Mr. Pakenham's official residence. To this I agreed, as Mr. Perry desired it; but I agreed with hesitation, as I felt it to be a pity to trouble Mr. Pakenham, considering the temporary nature of his abode in Stockholm, and considering that we did not need his assistance.

I however called on him at his official residence with Mr. Perry, according to arrangement settled between himself and Mr. Perry; and I subsequently spent several hours with Mr. Perry and Mr. Pakenham, and heard from the latter gentleman a confirmation of the statement (made by Mr. Perry) as to his appointment to another mission. I talked over these circumstances with Captain Sceales from time to time, and we decided that we ought not to trouble either Mr. Perry or Mr. Pakenham, or any other British official, with any engagements or introductions connected with our proceedings and inquiries.

41. We learnt at Stockholm that a Swedish gunboat had been stationed at Gottland at the urgent request of the Governor of the island to protect vessels in distress; but when we were in Gottland the gunboat had left. We also learnt that she is likely to return to her station during the season that wrecks may be expected in Gottland.

42. The

42. The last remedy, the appointment of a British vice-consul at Wisby, is really one for the decision of the Foreign Office, and not for the Board of Trade or Lloyd's Committee, and it is only to make my report complete that I now refer to it at all.

43. The last person who held the office of vice-consul was also Lloyd's agent. He received a severe censure in one of our law courts, and was dismissed from both appointments. There has been no British consular agent in Wisby for some time; but, owing to the urgent representations of Lloyd's, and to the representations of Mr. Consul Perry, the British Foreign Office have recently appointed as consular agent Lieutenant Falk, of Wisby, whose name is mentioned above. Captain Sceales and I heard that the Swedish Government do not approve of the choice made by the British Foreign Office, and have declined to grant an exequatur to Lieutenant Falk.

With the selection and appointment of Mr. Falk as vice-consul the Board of Trade have had nothing to do; but as Captain Sceales and I obtained a good deal of information from Mr. Falk when at Wisby, and as the Salvage Association of Lloyd's recommended him to the Foreign Office, and have placed much business in his hands, and as some rumours against him had reached us, we thought it but prudent, for our own sake and for the sake of the commercial interests we represent, to make a few particular inquiries in Stockholm as to his character and trustworthiness, and as to his fitness generally. We therefore waited on certain gentlemen in Stockholm who had given to the Committee of Lloyd's Salvage Association a testimonial as to his fitness and character.

44. The testimonial given to Lieutenant Falk and sent to Lloyd's, of which a copy is annexed, purports to be signed and sealed by his Excellency Baron Bildt, High Governor of Stockholm. This, as we understood, was done by Baron Bildt as a private friend of Lieutenant Falk, and not as expressing the opinion of the Swedish Government as to Lieutenant Falk's fitness. For the reasons assigned in the preceding paragraph, and for another reason which it is not necessary to name, we waited on Baron Bildt. We took especial care to state that we did not come officially, and that any official action as to the consular appointments would of course come through the usual and proper official channels.

Baron Bildt very kindly asked Captain Sceales and myself if we would like to see the Minister for Foreign Affairs in Stockholm, as he could tell us precisely how the matter, as regards the Consulate, stood. We thought it over, and concluded it would be furthering the object of our visit to Gottland if we heard exactly what delayed or prevented the appointment of a vice-consul at a place where one is so much needed. We accepted the offer of Baron Bildt, on the understanding that we were merely receiving, in a friendly and unofficial way, information that might be useful to us, and likely to further the objects of our inquiries.

45. From the whole of the gentlemen who signed the testimonial we heard everything in favour of Lieutenant Falk; but we also learnt that it is against the rules for an officer of the Swedish army to hold a vice-consular appointment, and that there was a difference between Lieutenant Falk and the Governor of Gottland on some question of discipline, and an opinion was expressed that it might be difficult or impossible for the two to work together if Lieutenant Falk were appointed.

46. Amongst the gentlemen on whom we called in Stockholm was a Captain Von Sydow, of the Swedish navy, known to Captain Sceales from former visits. We had a conversation about the rule of the road, and some other things, and he very kindly introduced us to the commodore (Admiral Addlersparrer), who took great interest in the question of the rule of the road, and I believe, has since been instrumental in translating the British rhymes in the Swedish language.

47. We found that the commodore was acquainted with the Gottland wrecking questions and difficulties, and he gave us some information as to the position of the question likely to be of value.

48. From all we can learn, both Captain Sceales and I feel that Lieutenant Falk is, as already stated, the best man we have been able to find for the position of agent to British underwriters and insurers, and that he deserves substantial

recognition from the underwriters of this country for his services, and for his strenuous opposition to the salvage organisation in Gottland.

49. Still I wish to say that at present circumstances exist which may prevent a cordial co-operation between Lieutenant Falk and the Governor of Gottland; and it appears to me that so long as such circumstances exist they are fatal to his appointment as a British consular agent there.

50. Although, therefore, the British Foreign Office have actually appointed Lieutenant Falk as vice-consul at Wisby, it is clear to my mind that the Swedish Government are acting in the interests of British shipowners and underwriters in delaying or in refusing altogether an exequatur to Lieutenant Falk *whilst serious difficulties exist.*

51. Whatever the result may be, the matter now rests between the Foreign Office in England and the Swedish Government, and must be settled in the ordinary manner, through the proper channels, by representatives through an accredited minister. The only point that interests the Board of Trade and Lloyd's is, that some proper person should be appointed quickly.

52. Before Mr. Falk was appointed there was, I believe, another applicant for the appointment—a Mr. E. Liljewalch—and his application may possibly be renewed. I append an extract from a Gottland paper, and a letter received from Mr. Liljewalch, at Stockholm, and can only add (and in this opinion I have the entire concurrence of Captain Sceales), that before any company of insurers in this country can have any confidence in Mr. Liljewalch as their agent, or as a representative of the British Government in Gottland, it is incumbent on him to prove that he has not belonged to the salvage organisation in Gottland, an organisation that has, according to the evidence of Mr. Consul Perry, of Lloyd's agent at Stockholm, of the underwriters in Hamburg, and Copenhagen, and Sweden, inflicted severe losses on British commerce.

I have, &c.
(signed) *Thomas Gray.*

APPENDIX.

—— *Gray*, Esq., Marine Secretary of the Board of Trade, *London*, now at Hotel Rydberg, *Stockholm.*

Sir, Slottsbacken No. 8, Stockholm, 14 August 1868.

Although not having the honour of your acquaintance, I take the liberty to address you in this way, as I have been informed of the following circumstances, viz.:—

That during your stay at Wisby, in company with Mr. Sceales, a person named Norström has been placed before you and stated that I should have been an accomplice in, or had knowledge of the scuttling of the Danish schooner "Abelona," which ship stranded at Ostergarn last year.

That you have embodied this statement in writing, and that certain parties say Mr. Engbom and Mr. Falk should have stated to you that there was a general rumour that the above defamatory statements were true. In order that a gentleman of your high position should not be induced to make any use of this libellous information without having first heard the accused, I hereby protest against the whole statement as entirely false.

The man in question has already tried to extort money from me, by insinuating in a letter that he might injure my character by the above story; but he used terms so guarded as not to make the letter indictable by law.

Meeting me in the street he asked for an answer to this letter; to which I replied, that such communications did not deserve an answer, and that if he ever showed his face in my house he should be turned out.

I am anxious to prosecute the party, or parties, who are the originators of this scandalous libel, and I hope you will not refuse me your assistance to clear my character, by kindly communicating to me whether really you have received any communication of the above nature, and if so to let me know the particulars thereof.

Hoping you will excuse the trouble caused you by this letter.

I remain, &c.
(signed) *E. Liljewalch.*

Extract from the "Gottland's Tidning," 13th March 1868.

"As news for the day I can relate that Consul E. Liljewalch has separated from the association on this island which acts in the interests of wreck and salvage."

I am told that this also appeared in a Stockholm paper, and was never contradicted.

(Intd.) *T. G.*

We, the undersigned, do hereby testify that Mr. Charles Falk, Lieutenant in the National Regiment of Gottland, who has great capacity in the English language, is known as a gentleman of respectable character, a man to be relied upon, and of a very honourable condct.

(signed) *Matte Roos*,
Lieutenant Colonel of Artillery.
P. O. Backstrom,
Member of the Navy Board in Sweden.
Ninian Paton,
Merchant and Shipowner.
T. Michaeli,
Merchant.
C. G. Stuart,
Secretary of the Exchequer.
Gillis Bildt,
High Governor of Stockholm.
N. G. Netzel,
formerly Her British Majesty's Vice Consulate at Stockholm, now Bank Director.
V. Kjellberg,
Merchant and Master.
W. F. Dalman,
Solicitor to the Bank of England and several mercantile houses in London during the last ten years.

Stockholm, 28 October 1868.

— No. 5. —

REPORT ON STEAM NAVIGATION ON THE COASTS OF NORWAY, SWEDEN, AND DENMARK.

To the Chief Secretary, Board of Trade.

Sir, London, March 1869.

With reference to my Report of the 3rd* September 1868, I wish to make the following additional remarks. These remarks especially bear on a passage in that Report to the following effect, viz. :—

* See *ante*, No. 4.

"32. The greatest cause of the evil is admitted on all hands to be excessive insurance; and on this subject much has been said but nothing has been done in the United Kingdom. The question whether the British Legislature can or cannot interfere, and if it can, whether it should or should not interfere to prevent over insurance, is part of a very large question. Any active grappling with the real evil in this country is put off from time to time because of its difficulty and magnitude, and the evil itself attracts less and less attention as it becomes more and more common."

2. There are 220 sea-going steam-ships in Sweden, and the passages of the greater number are from Stockholm and Gothenburg to all towns and small ports between Haparanda and Stromstad. Haparanda (or Carl Johanstad), is near to Tornea, in the Gulf of Bothnia, and Stromstad is on the western coast of Sweden.

These steamers traverse, as will be seen by a reference to the map, the whole length of the Gulf of Bothnia and the Baltic, and pass through the Sound (or Oresund

Oresund) into the Cattegat, a length of coast of about 1,000 English miles, studded the whole way with islets and sunken rocks.

3. The navigation of some parts of the coasts traversed, and, I may say, of most places near the entrances of the harbours or ports at which the vessels touch is most intricate; at any rate, there are as great dangers in the Baltic and on the Swedish and Norwegian coasts as on the coasts of the United Kingdom.

Many persons think the dangers greater there than on our coasts; but I now assume that the dangers to coasters from intricate navigation and sunken rocks are equal on the coasts of the United Kingdom, and on the Norwegian, Swedish and Danish coasts.

4. In the Baltic, during a great part of the year, a vessel never makes a voyage without meeting with fog in at least some part of it. Fogs are certainly more frequent on the coasts of Norway and Sweden than they are on our coasts, and are said to be more dense; but, as against this, there is more heavy, *i.e.* stormy, weather on our coasts.

5. In the Baltic, also, ice adds greatly to the danger of navigation. The Swedish steam vessels have sometimes had to work, or rather cut their way through solid ice several inches thick.

6. Some of the steam vessels, especially those going to the Gulf of Bothnia, are of course laid up when the ice gets too thick for navigation, but with some places the navigation is kept up all the year round.

7. I have had many opportunities of carefully observing these vessels and their officers and the crews, both when running and also when the vessels have been in dock.

8. On all occasions it afforded me great pleasure to observe the care and skill, and the quiet, orderly attention with which the ships were navigated, how exceedingly well and smartly they are kept, how very intelligent are the masters and officers, and how careful and steady are the men.

9. The captains of these vessels get good pay, although they sometimes get but a small salary. In cases where the salary is small it is only regarded as a retaining fee, and is paid all the year round, whether the ships run or not. The salaries on Swedish steam-ships are— the master either has 3*l.* a month and 5 per cent. on the gross freight, or, as they have commenced on several new steamships, 150*l.* to 220*l.* salary and 8 to 10 per cent. of net profits. The masters of steamers going northward generally have 10 per cent. of the gross freight during the months of October and November. The first mate receives the goods directly from the shipper himself; the freight is paid to him, and he makes up the accounts in the book of freight belonging to the vessel. At every station at which the steamers touch the first mate leaves the goods for that port according to a special list. The salary of the first mate is generally 4*l.* a month the whole year round and 1 per cent. of the gross freight. The agents only receive the goods at such ports as the steamers touch at. The agents have a very small salary, but the master and the mate are well paid. The second mate has 4*l.* or 5*l.* a month as long as the steamer is running. The first engineer about 70*l.* to 100*l.* a year; the second engineer half that sum. The stokers generally have 2*l.* a month, and the sailors 1*l.* 13*s.* a month. The whole of the crew get food on board at the expense of the company, and it is prepared for them by the steward or stewardess.

The whole of the emoluments of the master average, so I was informed, about 350*l.* per annum. This is sometimes earned in eight months, sometimes in twelve, according to the nature of the passage. The Northern passages are only open about eight months in the year.

10. The master is responsible for everything, and is, I am informed, generally his own pilot.

11. The steamers are built and engined in the country. They are built of the best Swedish iron, and, I am told, are lighter than ships of similar tonnage built in this country. This point, however, can be determined by any engineer or iron shipbuilder from the following particulars of one of Mr. Lindberg's ships: 140 feet long (on the water line), 23 feet broad, 12 feet depth of hold, keel 5 inches by 1⅛ inch,

1⅛ inch, one strake ½ inch, one strake 7-16 inch, thence to the deep-water line ⅜ inch, then one strake 5-16 inch, and all above ⅜ inches; ribs angle irons 3½ by 3 inches by ⅜ inches placed 2 feet apart.

12. The statement made to me, on the very best authority, in Stockholm, was that of the (coasting) steamers I have been referring to, 220 in number, there have only been three losses in ten years.

13. The cause of this most satisfactory result appears to me to be that these steamers are worked entirely on the principle that self-interest shall run hand in hand with duty. It is always to the interest of the master to do the best he can in every way, since his own remuneration depends on it. If the ship is wrecked the owner and master both suffer severely. *The ships are not insured at all*, and the owner bears the whole loss. The master loses his per-centage on freight, and finds it difficult, if not impossible, to get another ship.

14. It has often been represented to me by persons qualified to judge that the coasting steamers of Great Britain are, with some bright exceptions, not fit to be compared with the Swedish and Danish coasting steamers in anything but size; and the testimony of many gentlemen, having great experience of the mercantile navy of Great Britain, as well as of Sweden and Denmark, tends to prove that the masters of British coasters are (with some exceptions) inferior to the Swedish and Danish masters. My own experience of the Swedish and Danish ship masters and crews is stated in paragraph 8 above. I could say much respecting the alleged inferiority of our coasting captains and crews as a body, but think I have said enough to cause those interested to look into the subject. A belief is current that the masters of the Swedish steam-ships I have been referring to are officers holding commissions in the Royal Navy of Sweden. On this head I made careful inquiry, and learnt that when steamers were first built in Sweden they were commanded by officers of the navy, who made order and cleanliness of the greatest note on board. These have been kept up, although at present no naval officer has leave of absence to command merchant steamers.

15. I am not now comparing our large foreign-going ships with the Swedish ships. It must be distinctly understood that my present remarks have reference exclusively to coasting vessels.

16. In the year 1867, there were 215 British passenger steam-ships plying exclusively within the limits of the United Kingdom. During the last 10 years, 7 of these British coasting passenger steam-ships have been totally lost on the British coasts, under circumstances which have necessitated a Board of Trade inquiry. The cargo was in each case insured, and, so far as the records go, it appears that in two cases only were the vessels uninsured.

17. It is necessary that I should point out the nature of the comparison suggested by the preceding paragraph:—

(*a*) As regards Swedish steam-ships, I have taken 220. They are coasting passenger steamers sailing in and out of Stockholm, and of those vessels there has been a loss of three ships in ten years.

(*b*) As regards British steam-ships, I have taken the 215 passenger ships registered in the United Kingdom and employed in the British coasting trade.

(*c*) I have not included in the British ships —

(1.) Coasting steamers not carrying passengers.

(2.) Home trade steam-ships running between Great Britain and the Continent.

(3.) Colonial or Foreign steam-ships in our coasting trade.

(4.) Foreign-going ships.

(5.) Vessels employed in rivers or on excursions.

(6.) And as regards losses of the British steam-ships, I have not included cases in which there has not been a Board of Trade inquiry.

In other words, I have taken only British coasting passenger steamers; and as regards losses to them, I have only taken the most important cases, viz., those

in which the *primâ facie* report of the case was such as to make the Board of Trade think a formal and expensive inquiry necessary.

18. I have endeavoured to compare two things that appear to me to be similar; for in the Swedish as well as the British ships compared they are both—

(1.) Coasting steamers.

(2.) Registered in the country.

(3.) Inspected by Government surveyors.

(4.) Certificated by a Government department.

19. If I were to include all British steam-ships employed, wholly or in part, in the home trade, and cargo steamers as well as passenger steamers, the numbers would be—

British Steam-ships:—	
Home and coasting trade - - - - -	657
Partly home and partly foreign - - - -	125
Total British steam-ships in the home trade - -	782
Total casualties of all sorts, to these steam-vessels in 10 years - - - - - - - -	629

20. The total number of casualties to steamers in the British coasting and home trade, 629 in 10 years, cannot be used for purposes of comparison, because we do not know the total number of casualties to coasting steam-ships in Sweden; and the number 629, includes all sorts of casualties to British coasting steam-ships, *e.g.*, casualties from slight collisions to serious and total wrecks. Unless we can get returns from foreign countries, based on principles similar to our own, no really useful comparison can be made as regards the whole trade and the whole number of casualties. But the comparison I have made above of British coasting passenger steamers with Swedish coasting passenger steamers, and the number of total wrecks of one as compared with the other, is of use and is accurate.

It stands thus:—The number of certified British passenger steam-ships in the British coasting trade, 215; wrecks involving total loss and necessitating a formal inquiry, 17; as against certified Swedish passenger steam-ships, 220, with three wrecks involving total loss.

21. But it may be said, why not compare British steam-ships in the Baltic with Swedish steam-ships in the Baltic, instead of comparing British passenge steam-ships in the British coasting trade with Swedish passenger steam-ships in the Baltic? The answer is, that by comparing the British steamers in the British coasting trade with the Swedish steamers employed in the Baltic, I have been comparing the coasting steamers of the two countries.

22. By the kindness of the Statistical Committee of Lloyd's, I am, however, enabled to give the losses to British steam-ships in the Baltic, in the 10 years ending December 1868, and the result is as follows:—

Total losses to British steam-ships in 10 years - -	24
Constructive total losses - - - - - -	3
Total of total losses - - -	27

This number includes only casualties resulting in total losses of British steam-ships in the Baltic in 10 years, as against the total losses of three Swedish steam-ships in the same period.

23. There can, I think, be no doubt, that something beyond Government interference and inspection secures the safety of the Swedish ships. If Government inspection and surveys alone effected safety, the British ships ought to be twice as safe as the Swedish ships, for the Swedish steam vessels are only surveyed once a year, and ours are surveyed and certificated twice a year.

And *àpropos* of the question of Government interference and surveys, it is not out of place to mention that, if such interference and surveys and minute statutory regulations secure safety, the steam-ships of the United States ought to be safer than those of either nation.

[A summary

[A summary of the United States law is appended.]

24. As regards insurance, I am aware that it is generally alleged that London is very differently situated from any other port. In London there are so many insurance brokers and so many separate underwriters in active competition amongst themselves and in active competition with the offices, that it must indeed be an extraordinary case that no one will underwrite. And there may be, and usually are, very many separate underwriters interested in one case; when it is so, these underwriters, it is said, have but a very feeble connecting link, if they have any. If one of them wishes to dispute a case the others may not wish to do so. Say that one underwriter's risk is 100 *l.*, he may rather prefer to pay that small sum than dispute. He does not always think of the numbers of 100 *l.* involved in the case, but says, why should I waste my money over my 100 *l.*, and as a matter of business, premiums are so arranged that I must gain in the long run.

Again, if an underwriter disputes his liability, and the case is taken into court, the jury, as a rule, go against him. He also probably loses a certain amount of business, and the brokers for a time are said to be shy of him.

25. Thus it is alleged that, through want of consistency and association amongst the London underwriters, and through juries as a rule giving verdicts for the assured, most reckless and extravagant claims are too frequently entertained and settled.

In conclusion, I would observe, that the facts I have mentioned afford at any rate ground for consideration and further inquiry, and I would suggest that communication be made to the Foreign Office, asking them to obtain from Stockholm some information respecting their Insurance and Pilotage Law, and their Law respecting Surveys and Inspections.

I have, &c.
(signed) *Thomas Gray.*

APPENDIX.

SYNOPSIS of the Act of Congress, passed August 30 1852, relating to Steamboats, defining the duties of the Masters and Owners required by the law, and the penalties imposed for its violation.

Section 1.—No papers to issue to any steamer carrying passengers until the provisions of this Act are complied with, and if any such steamer is navigated contrary thereto, the penalty is 500 dollars fine.

Section 2.—*Precaution against Fire.*—All combustible materials must be placed at a safe distance from heated metal; and any wood exposed to danger from heated metal or fire must be shielded by incombustible material. The inspectors will also require provisions to be made for blowing steam in the hold in case of fire, and also that spark arresters be provided to prevent sparks from being driven back from the furnace doors when drawing the fires or cleansing the furnaces.

Section 3.—Provides for double-acting forcing pumps and hose. Steamers of over 500 tons burden must have three pumps; of 200 tons and less than 500 tons burden, two pumps; and all of less than 200 tons burden, one pump, and hose two-thirds the length of the boat for each pump, to be kept in perfect order, and ready at all times for immediate use.

Section 4.—Relates to life-boats, one of which on each steamer must be made of metal; all ocean and lake steamers, of from 500 to 800 tons burden, must have three life-boats; and from 800 to 1,500 tons burden, must have four life-boats; and all of more than 1,500 tons burden must have six life-boats, all of which must be well furnished with oars and other apparatus, and at all times kept ready for use. Steamers navigating rivers only must have one life-boat made of metal, of suitable dimensions, furnished with oars, and kept at all times ready for use.

Section 5.—Provides for a life-preserver or float for each and every passenger, to be kept in convenient places, and always ready for use. It also provides for fire-buckets and axes. For all steamers of 500 tons and under, 20 buckets and five axes; from 500 tons and less than 600 tons, 25 buckets and five axes; of 600 tons and less than 700 tons, 30 buckets and six axes; of 700 tons and less than 800 tons, 36 buckets and seven axes; of 800 tons and

and less than 900 tons, 39 buckets and eight axes; of 900 tons and less than 1,000 tons, 43 buckets and nine axes, and so on according to tonnage, up to 3,500 tons, all of which must be kept in good order and in suitable places ready for use.

Section 6.—Provides that there shall be sufficient means of escape convenient to passengers from main to upper deck.

Section 7.—No loose hemp, gunpowder, or other dangerous articles shall be carried as freight, without a special license for that purpose, under a penalty of 100 dollars.

Section 9.—*Art.* 1.—Application for inspection must be made in writing by the master or owner. *Art.* 5 prescribes the mode of carrying gunpowder, burning fluids, materials which ignite by friction, and other dangerous articles, which must be kept in safes or chests, made of metal or entirely lined therewith, or one or more apartments of the boat thoroughly lined, at a secure distance from any fire. *Art.* 10 makes it unlawful to employ any person to serve as engineer or pilot who is not licensed by the inspectors; penalty, 100 dollars for each offence. *Art.* 11 requires repairs to be made whenever necessary, in order to make the navigation of the vessel safe, and for the neglect of which the masters and owners are held responsible for all damage to passengers which shall occur from such neglect. *Art.* 12.—If any vessel shall be navigated (with passengers on board) after the inspectors have refused to give a certificate of approval, the penalties are the same as if she were run without a license, viz., 500 dollars.

Section 10.—Where the number of passengers is limited, no greater number shall be taken on board the vessel. The penalty of this is to refund the passage money and a fine of 10 dollars for each person beyond the number allowed. And, further, for the violation of any implied undertaking in regard to furnishing food, lodging, &c., or where the progress of the vessel is impeded by the towing of barges or other craft, for a distance of more than 500 miles, without previous and seasonable notice being given to passengers, in all such cases the passage money shall be refunded, and all damages sustained by such default or delay shall also be paid.

Section 11.—For intentionally obstructing or deranging the means of regulating or indicating the pressure steam, 200 dollars fine, and imprisonment not exceeding 18 months.

Section 12.—That if at any time the water in the boiler be suffered to fall below three inches above the flue, if it be by the order, assent, or connivance of the master, he shall be fined 100 dollars; and if an explosion or collapse happens in consequence of such deficiency, he may be further punished by imprisonment, for a period of not less than six nor more than 18 months.

Section 16.—For using, or causing to be used, any boiler, or steam-pipe connecting the boilers, made (after the 1st day of July 1853) of iron not stamped according to law, 500 dollars forfeit.

Section 25.—One copy of all certificates of inspections required by this Act (including those for carrying gunpowder, &c.) to be kept at all times in some conspicuous place in the vessel, where most likely to be observed by passengers, in default of which a fine of 100 dollars is imposed.

Section 27.—All equipments of boats must be kept at all times in conformity to the inspectors' certificate. In default of which the master is liable to a fine of 100 dollars, or imprisonment not exceeding two months, or both.

Section 28.—That on any such steamer navigating rivers only, where from darkness, fog, or other cause, the pilot on watch deems the navigation of the vessel unsafe, or the engineer on watch shall be of opinion that the further navigation of the vessel is unsafe, and after being so admonished, the master then proceeds on his voyage without heeding such admonitions, he and the owners shall be liable for all damage to passengers resulting from such pursuance.

Section 29.—For neglecting or refusing to observe pilot rules, the master shall be liable to a penalty of 30 dollars, and all damage done to passengers resulting therefrom.

Section 30.—The master and owners are liable for all damage sustained by any passenger from explosion, fire, collision, or other cause, if it happen through any neglect to comply with the law.

Section 35.—A correct list of all passengers to be kept on record, and at all times open to the inspection of the inspectors and officers of the Customs, and in default the master shall forfeit 100 dollars.

Section 36.—Two copies of the law to be kept on all steamers, and if he should unreasonably refuse to exhibit a copy to any passenger, the commander shall forfeit 20 dollars.

The Act of Congress of March 3 1843, requires extra steering apparatus in case the pilot is driven from the wheel by fire.

Treasury Department, June 10 1864.

The following extract of Act of Congress, approved June 8 1864, is published for the information and government of the officers of the Customs, supervising and local inspectors of steamboats, and others concerned.

S. P. Chase, *Secretary of the Treasury.*

Section 3.—And be it further enacted, That each engineer and pilot, licensed according to the provisions of said Act, shall pay for every certificate granted by an inspector or inspectors the sum of 10 dollars, to be accounted for in the mode provided by law.

Section 4.—And be it further enacted, That the 42nd section of the Act of August 30 1852, be so construed as to require the inspection of the hull and boiler in the manner prescribed by that Act, of every vessel propelled in whole or in part by steam, and engaged as a ferry-boat, tug, or towing-boat, or canal boat, in all cases where, under the laws of the United States, such vessels may be engaged in commerce with foreign nations, or among the several States.

Section 5.—And be it further enacted, That all engineers and pilots of ferry-boats, tug-boats, towing-boats, or canal boats, subject to inspection by this Act, shall be classified and licensed in the same manner as are pilots and engineers by said Act of August 30 1852.

Section 6.—And be it further enacted, That in lieu of the fees for inspection required by the 31st section of the Act of August 30 1852, the following shall be paid: For each vessel of 100 tons, or under, 25 dollars, and in addition thereto for each 100 tons, over the first 100 tons, five dollars.

Section 7.—And be it further enacted, That all parts of the Act aforesaid, which are suspended by or are inconsistent with this Act, are hereby repealed.

Approved June 8, 1864.

— No. 6. —

(M. 9597.)

Foreign Office to Board of Trade.

Sir, Foreign Office, 23 October 1868.

With reference to your letter No. 8683 of the 29th ultimo, I am directed by Lord Stanley to state to you for the information of the Lords of Trade, that Her Majesty's *chargé d'affaires* at Stockholm has reported that he has communicated to the Swedish Government such portions of Mr. Gray's report as bear upon the subject of wrecking and salvage in Gottland.

I am, &c.
(signed) *G. Hammond.*

The Secretary to the Board of Trade.

— No. 7. —

(M. 9692.)

Foreign Office to Board of Trade.

Sir, Foreign Office, October 27 1868.

With reference to your letter of the 29th ultimo, I am directed by the Secretary of State for Foreign Affairs to transmit to you, for the information of the Lords of Trade, the accompanying copy of a despatch, which has been received from Her Majesty's Minister at Copenhagen, on the subject of the laws which regulate Marine Insurance in Denmark. No. 8, 21 Oct. 1868.

I am, &c.
(signed) *G. Hammond.*

The Secretary to the Board of Trade.

Enclosure in No. 7.

(Copy Commercial, No. 8.)

British Legation, Copenhagen,
21 October 1868.

My Lord,

With reference to your Lordship's Despatch, marked Commercial No. 4, of the 6th inst., I beg to state that no law exists in Denmark prohibiting the insurance of a ship to the full extent of its value. The Marine Insurance Laws grant full liberty of action in this respect, both as regards shipowners and underwriters. It is the custom, however, of the Danish Marine Insurance Companies when underwriting *old vessels*, to take only two-thirds or three-fourths of their value, and to stipulate that the owners shall take the remaining third or fourth, as the case may be; this is done with a special view to averages and repairs, and likewise to prevent fraud. As all the Danish Companies follow this rule, it has in practice almost become law. Cases occur, however, when the master's good character offers a sufficient guarantee; then the underwriters take the full value of an old ship. New vessels can be, and are generally, insured for their full value.

The value of vessels is in all cases ascertained and assessed by two marine surveyors appointed by the Insurance Companies, who exercise a general supervision over all ships on the stocks, and are thus well acquainted with the peculiarities of their construction. All the companies charge a uniform rate of premium and share all large risks. The whole legislation and local customs affecting them were collected, codified and sanctioned by the Government in 1850, under the title of the Copenhagen Marine Convention.

I have, &c.,
(signed) *Charles Lennox Wyke.*

N.B.—A copy of the above was sent to the Salvage Association.

— No. 8. —

(M. 10,505.)

Foreign Office to Board of Trade.

Sir,

Foreign Office, November 23 1868.

No. 32.

I am directed by the Secretary of State for Foreign affairs to transmit to you, for the information of the Lords of Trade, the accompanying Despatches and Inclosures which have been received from Her Majesty's Consul at Stockholm, reporting the assistance rendered by the Swedish Government in detaining a gun boat on the coast of Gottland for the better protection of British interests in the event of wrecks of British vessels.

I am to request that the inclosed papers may be returned to this office.

I am, &c.
(signed) *G. Hammond.*

The Secretary to the Board of Trade.

Enclosure 1, in No. 8.

My Lord,

Stockholm, November 12 1868.

Lieut. Falk to Mr. Perry. 6th Nov.

I have the honour to report to your Lordship that on the 10th instant I received a letter and two telegrams from Lieutenant Falk, copies of which I inclose herewith, the agent for Lloyd's Salvage Association at Wisby, urging upon me the necessity of the Swedish steam gun-boat "Alfhild," being detained on the coast of Gottland, as her services would most likely be required during the next few weeks, for the better protection of British interests.

Lieut. Falk to Mr. Perry. Tel. 10th Nov.

Lieut. Falk to Mr. Perry. Tel. 10th Nov.

I waited upon Mr. Jerningham, and obtained his consent to my calling on Mr. Willerding, the superintendent of the Consular Department of the Foreign Office here, relative to the contents of Mr. Falk's letter. Mr. Willerding at once kindly asked Count Wachtmiester's permission to speak to the Minister of Marine on the subject, and I am pleased to inform your Lordship, that in consequence of Mr. Willerding's prompt action, an order by telegraph was at once conveyed to the commanding officer of the gun-boat "Alfhild," instructing him to remain on the Gottland coast until further notice.

Lieutenant

Lieutenant Falk has evidently manifested great activity in protecting the interests of the underwriters, and much praise is justly due to both Lieutenant Falk and the Commander of the gun-boat, for the assistance rendered by them to wrecked British vessels.

I have, &c.

The Lord Stanley, M.P. (signed) *Gerald Raoul Perry.*
&c. &c. &c.
Foreign Office.

Enclosure 2, in No. 18.

Brig "Argus," of Whitby,
Dear Sir, Rone-hamn, 6 November 1868.

As requested by your telegram of yesterday, I do hereby send you the particulars I know of this case.

The 21st October last I got a telegram from my office in Wisby, informing me a brig was on shore off Ostergarn, and for that reason I immediately gave notice to Captain Heilborn, commander of the gunboat "Alfhild," lying at Rone, for going to the place of stranding; but as the weather and sea were very rough we could not go until the morning of the 23rd. We arrived to "Argus" about 10 A.M. said day, when Captain Heilborn and I went on board of her, and asked Captain Frank, master of "Argus," if he wanted some assistance from the gunboat, but he declined this, as he had made agreement for salvage with Mr. Bahr, of Ostergarn, and at that time we considered it impossible for "Alfhild" to tow the vessel afloat without her first being discharged, as she, according to Captain Frank's statement was run up on the reef four feet above the load line, and full of water.

In the meantime, "Alfhild" went to Ostergarnshamn and towed from there out to the vessel one schooner and some lighters for taking cargo into. The morning of the 24th, "Alfhild" returned to "Argus," but as very little was discharged she could not tow the vessel off, especially as she had no steam pumps for pumping water out of the ship.

The 26th October last, "Alfhild" returned to the ship, but as very little was also then discharged she could do nothing, and afterwards has "Alfhild" not been up to the wreck, as weather has been very unsettled, but will go there when weather will permit it. The 4th instant survey was held on the vessel, and from the statement I have received from Captain W. Swenson, expert for Veritas, the vessel's condition was such that she was condemned, and as she is entirely exposed for wind and sea from eastward, she will likely, within short, become a total wreck. Sails, rigging, stores and 'tween decks, and deckload are salved out of ship.

As I have had report that many vessels still are in the Russian ports, but from contrary wind and bad weather have been unable to go to sea, I beg that you will kindly make a proposition to the Swedish Government that the gunboat "Alfhild" might have orders to remain here some weeks more than to the 15th instant, when she, according to former orders, must be returned to her station in Stockholm, as she is of good service in salving, and we as usual have to expect the most wreckings in this and in the beginning of next month.

I remain, &c.

Gerald Perry, Esq. (signed) *Carl Falk.*
&c. &c. &c.

Enclosure 3, in No. 8.

TELEGRAM.

G. R. Perry, Her Britannic Majesty's Consul, Stockholm.

Rone-hamn, 9 November 1868.

IF you intend, arrange with Government, Gunboat "Alfhild" remain here. Please let telegraph captain here, Gunboat otherwise returns. Stockholm, Thursday.

(signed) *Falk.*

TELEGRAM.

G. R. Perry, Her Britannic Majesty's Consul, Stockholm.

Rone-hamn, 10 November 1868.

BARQUE "Swift," of Middlesborough, Captain Barnard, Riga to Sheerness, stranded off here. Crew just now salved with high risk. Accept my best thanks for your arrangement. Gunboat has already got telegraph orders to remain. Will be of service now.

(signed) *Falk.*

— No. 9. —

M. 10,505.)

Board of Trade to Foreign Office.

Board of Trade, Whitehall,
1 December 1868.

Sir,

* See *ante*, No. 8.

With reference to your letter of the *23rd ultimo, I am directed by the Board of Trade to acquaint you, for the information of Lord Stanley, that the report of Her Britannic Majesty's Consul at Stockholm, inclosed therein, appears to them to be very satisfactory, inasmuch as it shows that the co-operation of the Swedish Government has been secured, and that the prompt and energetic measures taken by Lieutenant Falk to protect British interests from wreck on the coast of Gottand have been successful.

The enclosures which accompanied your letter are returned herein, according to request.

I have, &c.
(signed) *Thomas Gray.*

The Under Secretary of State,
Foreign Office.

— No. 10 —

(M. 10,505.)

Board of Trade to Salvage Association.

Board of Trade, Whitehall,
3 December 1868.

Sir,

I am directed by the Board of Trade to transmit, for the information of Lloyd's Salvage Association, a copy of a Despatch and its enclosures received from Her Britannic Majesty's Consul at Stockholm, reporting that prompt and energetic measures had been taken by Lieutenant Falk in protecting British interests in wreck, and showing that the co-operation of the Swedish Government had also been secured.

I am to request that the enclosures may be returned when done with.

I have, &c.
(signed) *Thomas Gray.*

J. A. W. Harper, Esq.
Lloyd's Salvage Association,
Royal Exchange

GOTTLAND AND HELIGOLAND.

COPIES of REPORTS made to the Board of Trade by the Assistant Secretary to the Marine Department respecting WRECKING in *Gottland* and STEAM NAVIGATION in the *Baltic*, and of CORRESPONDENCE relating thereto: and, of CORRESPONDENCE between the Board of Trade, the Committee of Lloyd's, and the Committee of the Salvage Association respecting WRECKING in *Heligoland*, and of any ACT or ORDINANCE recently passed with reference thereto.

(*Mr. Candlish.*)

Ordered, by The House of Commons, *to be Printed*,
30 *July* 1869.

378.

Under 3 *oz.*

LIGHT DUES.

RETURN to an Order of the Honourable The House of Commons, dated 11 March 1869;—*for*,

COPY "of any REPORT which the TRINITY HOUSE may have made on the LIVERPOOL MEMORIAL relative to LIGHT DUES."

Sir, Trinity House, London, 20 February 1869.

I AM directed to acknowledge the receipt of Mr. Trevor's letter (H 111) dated the 25th ultimo, transmitting for the observations of the Elder Brethren of this Corporation, two memorials; one from the Newcastle and Gateshead Chamber of Commerce, based upon a report (also enclosed) from a select committee of that body; and the other from the Liverpool Steam Ship Owners' Association of like purport: all three documents referring partly to the total abolition of light dues as paid by shipowners, and partly to the management of the lighthouses by the present authorities, and more especially by this Board.

In reply thereto I am to state that, as respects the abolition of light dues by transferring the cost of the maintenance of the lighthouses, buoys, and beacons of the United Kingdom to the Consolidated Fund, the Elder Brethren, regarding the question as in strictness Imperial rather than departmental, do not desire to express any authoritative opinion, but they would submit the following observations that occur to them as being useful in dealing with it.

It appears that at present about 28 per cent. of the annual amount required is collected from foreign vessels, and the remainder only, not quite three-fourths, from British shipping; and as it would follow, upon free-trade principles, that if the latter were relieved the foreign ship must be relieved also, the effect to the British shipowner—bearing his share of the increased public taxation—would be a differential tax (although small in amount) in favour of the foreign owner; and if, on investigation, it should be found that property in shipping at present escapes local taxation, and that shipowners have special facilities granted to them at the expense of the country in the management and transfer of their property and in dealing with their servants, which might possibly be regarded as too exceptional to be continued were light dues to be abolished, it appears to the Elder Brethren that the final result of a compliance with the present agitation might not be so satisfactory to shipowners as a class as the memorialists suppose. It may be noted that, under the existing arrangements, the revenue is inexpensively collected and examined; that vessels in ballast are exempted, that dues are only paid where freight is earned, and that in the end the light dues, like all other taxes, fall upon the consumers, and are as much an item in the estimate of a voyage as the outfit or crew of the vessel, and are at times even an element in the English owner's favour, as was the case lately, when an English company was able to earn freights from the Tees to Havre, subject to the same charges which deterred American vessels from coming to load, as narrated in the "Shipping Gazette" of 20th January last.

The Elder Brethren observe that the question of the abolition of light dues has been referred to as being one of international obligation, but it is believed that this is a point upon which much misconception exists. It is well known that in many of the northern and other parts of Europe, not only light dues, but buoyage money and other heavy charges on shipping,

are still maintained; and, although in France and America, light dues are not specifically charged, the question arises whether there are not in those countries equivalent charges included in port dues and tonnage dues, quite as burthensome to shipping as the light dues of this country, and which would continue to be levied if English light dues were abolished; and the Elder Brethren would submit that this matter should be the subject of a close investigation before an amount which has already been stated as 28 per cent. of the annual lighthouse income is relinquished in favour of foreign owners whose Governments, until they adopt as liberal a tariff in aggregate on freights imported as ourselves, are not in reality making an adequate return. And, on this head, a question of considerable magnitude arises, if it is sought to abolish the principle that those should pay who use, and to place the maintenance of the lights in this country on the same footing as that apparently existing in France; for it would follow that the cost of all *local* lights, buoys, and beacons should also be defrayed out of the public revenues. If this were the case, and the outlay to be provided from the Consolidated Fund were not confined to that of the general lighthouse authorities, but had to include that of every port in the United Kingdom—among them, the great systems of the Mersey and the Humber, the Clyde, the Tay, and the inner waters of Morecambe Bay—these additions would entail an expenditure to be defrayed by the general taxpayer far larger than the present memorialists anticipate, but one which would still be needed if the question be viewed simply in the light of its asserted international bearing. At present, the only charge that is thrown upon the lighthouse administration for local lights is the cost of visiting and inspecting them; but it may be asked here, should the views which the memorialists urge prevail to the extent of transferring the general coast lights only to the Consolidated Fund, do they realise that many places, now lighted and buoyed by the general lighthouse authority, must be transferred to local authorities and paid for to them, such as, for instance, the lighting and buoying of the Thames entrances from the Naze of Harwich to the South Foreland, Harwich Harbour, &c., and many buoys not now specifically charged for, but which would then have to be provided for from the local taxation, as the general taxation could not be expected to bear this burthen while the Mersey and other places were not within its operation. This would still leave a considerable direct burthen on shipping, although relieved from the general coast lights, unless the principle of imposing the cost of special facilities on the general taxation were extended to meet it; and if pushed a little further all local harbour dues, for whatever purpose levied, would have to be transferred from the ships which now pay them, and made chargeable on the public exchequer.

But if, for the foregoing reasons, or for others, an abolition of the existing system should not be regarded as desirable, it may nevertheless be well to consider whether some modification of it may not be expedient; and to this portion of the subject the Elder Brethren can address themselves with confidence, because, although no longer responsible for the present amount of the tolls, their experience when differently circumstanced may probably be useful. The Board of Trade are aware that antecedently to 1854 the Trinity House, under various charters, patents, &c., was enjoined to collect light dues in excess of the amount required for the annual maintenance of the lights, partly for the purposes of charity to large numbers of indigent seafaring men, and partly, and more recently, to extinguish a debt which had been incurred under the direction of Parliament, to purchase up the rights of owners who, from Royal Grants or from other causes, had become possessed of private lighthouses. But although for these purposes surplus dues were needed, the principle which guided the regulation of the lighthouse tolls was nevertheless to make the dues discriminative, and wherever a light was inexpensive to build or to maintain, or the trade using it was large enough to allow of a small amount from individual vessels, the toll was proportionately adjusted; and, on reference to the English Lights in the list in the Consolidated Tables of Duties, where the tolls vary between 1 *d.* per ton and one-sixteenth of that amount, it will be seen how thoroughly this system was pursued. In 1854, when the Legislature determined that the charitable pensions to seamen should be abolished, the debt for the purchase of the private lights was nearly discharged, and the necessity for a surplus for either of those objects had ceased. Coincidently therewith, it was enacted,

enacted, by the Act of 1854, that all lighthouse tolls should go into one common fund, called the "Mercantile Marine Fund," of which the Board of Trade became custodian, and the regulation of the tolls passed at the same time, by that Act, immediately under that Board's control. Upon the abatements or adjustments which have since taken place the Elder Brethren have not always been consulted, but they would observe that the principle now adopted is not in accordance with the one previously pursued, inasmuch as the reductions are now in the nature of an equal discount on *all* tolls, without regard to the question whether any individual light is paying its expenses or earning a surplus, or otherwise; and as the aggregate collection yields no surplus, it must be inferred that those lighthouses which do earn one contribute towards the maintenance of those which do not, and that the shipping on the more frequented portions of the coasts of the United Kingdom are taxed, not only for the lights from which they derive benefit, but for those which they do not use. These observations particularly apply to the ports from whence the memorials now under consideration proceed. The extent of the passing trade thereat would make a very small contribution from individual ships adequate for the maintenance of the lights used by it; but although, if the collection were limited to the local necessities, the aggregate income would be insufficient to support other lights, especially those on portions of the Irish and Scotch coasts, the tolls for which, onerous as they are (as may be seen on a reference to the tables), are still inadequate for their maintenance, it might be open for consideration whether relief might not be given as early as possible to those trades which contribute a surplus, by re-adjusting the discount or abatement which is now equal in all cases, although it must be remembered that until there is an aggregate surplus, which is not at present the case, relief to one class must involve burthens to another.

Another point which presents itself to the Elder Brethren has already been the subject of communication between them and the Board of Trade; namely, that of different rates in some cases between steam ships and sailing vessels. At the time when the liability of vessels to pay certain lights on a given voyage was determined, steam navigation was in its infancy, and it can hardly be said to have developed itself to a state to justify any distinction in regard to it until within the last ten years. The exigencies of a sailing vessel, whose course was regulated by the conditions of winds and tides, justified the authorities in regarding lights as useful in positions very distant from those direct courses which vessels under canvas only had no means of securing. It is, undoubtedly, a legitimate element in fixing the liability to the toll for a light, to consider how far, even under exceptional circumstances, the usefulness of that light may extend; and it is probable that the point adverted to in the memorial, of the liability of vessels trading between Newcastle and Bergen to pay all the lights on the eastern seaboard of Scotland, from which vessels to ports south of Newcastle have recently been relieved, had its origin in this principle; but now that the conditions of navigation are so altered, and, by the assistance of steam, straight courses can be made (it may be said for the sake of argument) without fail, the question presents itself, whether the two classes of vessels should not be separated, and a distinction drawn, in some instances, in favour of steam vessels. The Elder Brethren believe that this course would, to a very great extent, meet the objections now before them, which, it will be observed, are in the Liverpool memorial, from steam shipowners only, and in that from Newcastle, turn chiefly on steam vessels transactions, and that it would apply immediate relief as respects the heaviest discrepancies which now appear in the tables. At the same time the principle would only affect in a very small degree, if at all, the voyage adduced by the Newcastle Chamber—the straight course followed by the steamer in this case, passing within useful range of nearly every light between the Tyne and Beachy Head (unless it be the Beachy Head light itself); and in no trade could a larger amount of the exceptional advantage of numerous lights and beacons be found than in the case in point; as it must be borne in mind that many of the existing lights have been called for by the shipowner, not strictly for the purposes of the safety of navigation, but that by accelerating the voyages of his vessels, and by rendering night navigation as easy and as safe as that by day, the facilities of his *trade* might be increased; a state of things he could not expect to be continued or further developed were he no longer to pay dues, it being obvious that, instead of each new light being

a source of revenue for self-maintenance, it would be simply a burden on the general taxation; and that any *new* sea-mark, whether light, buoy, or beacon, would be proportionately difficult to obtain. But the contrast between the tax upon the earnings of steam vessels voyaging between the Tyne and Havre, and upon those of a sailing vessel between London and China, is manifestly an unfair one, as the one vessel constantly makes use of the lights and the other sails in open waters where they are not required, and alteration in favour of one class of owners might here again necessitate increased taxation to the other.

In making these observations, the Elder Brethren, regarding the question as one for Her Majesty's immediate advisers and for the decision of Parliament, have no desire to deprecate either inquiry or legislation. They are fully aware that so long as means are provided for the due maintenance of the lighthouse system, with whose management they are entrusted, it is not within their province to determine from whence those means should be derived; but they feel it their duty to place the foregoing remarks before the Board of Trade.

Turning to that portion of the memorial which more immediately concerns the Elder Brethren, namely, the management of the lighthouses of the United Kingdom by the present general lighthouse authorities, but which is only invidiously applied to the management under this Board, I am to state that the Elder Brethren deny both the statements therein made and the conclusion drawn therefrom. In this instance, as in many others, the Elder Brethren have to contend against the entire ignorance of those who oppose their management, both as to the range of their duties and their mode of performing them. Relying on the past history and present efficiency of the corporation, and upon the way in which its trusts have been administered for the last three centuries; grateful for their association with all that has been most distinguished in the State, for the favour of their sovereigns, and especially for the encouragement afforded by Her present Most Gracious Majesty, in the presidency of Her late lamented and illustrious husband, and the membership of their Royal Highnesses the Prince of Wales and the Duke of Edinburgh (now Master), the Elder Brethren are nevertheless desirous to be judged only by results; and they confidently assert that a faithful discharge of their duties has shown how ancient and time-honoured institutions may be made to harmonise with modern duties and opinions, and to work for the public good.

It will hardly be necessary to go into the details enumerated in the Report of the Select Committee of the Newcastle Chamber, or to touch upon the various Committees and Acts of Parliament from the year 1834 to the year 1860, since the gravamen of the charges now preferred appear to rest upon the speech made in the House of Commons in April 1858 by Lord Clarence Paget, in moving an Address to Her Majesty to give effect to the recommendations of the Select Committee of 1845; and upon the Report of the Royal Commission appointed thereon. In the former, mis-statements were made with respect to the Trinity House which have long since been refuted and set at rest. In the latter the principal points raised were: 1st, the special knowledge required for the management of lighthouse duties; and, 2ndly, the expense incurred by the Trinity House for steam vessels, district tenders and superintendents, and the saving that might be effected by placing these under the Coast Guard; and these points are re-quoted by the Newcastle Chamber, with a simple expression of their conviction that the transfer of the charges for the erection and maintenance of lights to the Consolidated Fund would reduce the cost of administration to probably less than one-half of what it is in the hands of the Trinity House.

The present memorial, therefore, exhibits no new features; it is simply a reproduction of the opinions and occurrences of nine years ago—opinions which, as was proved at the time, were unfounded—while it utterly ignores the alterations and the amendments which those nine years have produced; and it treats the subject, therefore, in a manner which is as unfair and unjust as it is invidious to the Trinity House, whose credit it seeks to injure. Not one single new point has been adduced, with the exception of the inequality of the charges on a vessel sailing to Bergen from the Tyne, as compared with ports south of it; and a complaint

a complaint that the Trinity House did not afford to the committee accounts which are rendered to the Board of Trade under the authority of Parliament. With regard to the latter, it was patent it would have been a breach of their duty to have complied; whilst, as regards the question of the voyage from the Tyne to Bergen, I am to say that attention was lately called to these rates, as the Board of Trade are aware, by an application from the port of Hull for an alteration in them, by classing the port of Bergen with the ports south of it instead of ports north of it, in order to relieve and foster a growing trade. The tables of charges for the East coast were framed upon the assumption that vessels from ports south of the Tyne to Bergen and ports north thereof, with which it was classed, would use the lights on the east coast of Scotland, but that those proceeding to the Baltic would not use any lights north of Tinmouth. Therefore, if Bergen were classed at the same rate as the Baltic, all the ports south of Tinmouth would be relieved in respect of this voyage, but the Tyne and ports north of it would remain chargeable with the Scotch lights as before. On submitting this view to the Northern Commissioners, they agreed with the Elder Brethren that Bergen should be classed with ports in the Baltic, and vessels to and from Bergen to ports south of the Tyne now pay the lower rate. Hence the great difference which exists in the charge between Newcastle and the limits southward of that port, which is increased further by the disproportionate largeness of existing tolls for the Scotch lights, with which the Trinity House have nothing whatever to do.

Before entering upon the special points enumerated, it may be as well to make some remark upon the circumstances of the years that have elapsed since the report of the Royal Commissioners, a report which has never been acted upon, except in perhaps its most useful sense by the Elder Brethren themselves; and here I am to observe that although the evidence adduced before the Commissioners proved that the lights of this country were as efficient, if not more efficient, than the lights of any other country at that time, the nine years which have since elapsed have been years of continual improvement. The only blots that were found in the administration of the Trinity House, and of which such free use was made, were an inattention to a particular branch of optical arrangement and a too great economy in the use of oil as connected with it. In no other department of their business were the Elder Brethren shown to be deficient (indeed, the contrary was admitted), either in their judgment as seamen, the position of the lights, the usefulness of them, or the way in which they were maintained; and it was upon these grounds only that they were charged with a want of scientific knowledge, and the assertion made that the governing body of the lighthouses required a large scientific element within it. These nine years, however, have practically disposed of that view. The Elder Brethren, although not scientific in the technical sense of the word, have nevertheless procured the necessary scientific knowledge by associating with themselves those persons who could most competently advise them on the more abstruse points; and the effect has been that not only in every instance complained of the necessary corrections have been made, but that a degree of skill has been brought to bear upon the construction of all new apparatus, and in lighthouse management generally, which goes far beyond that contemplated by the Royal Commissioners. Assisted in one department under the advice of the late Professor Faraday, and latterly of Professor Tyndall, by the scientific skill of Mr. James Chance and the manufacturing excellence of his firm (an excellence which their encouragement has done much to develope), and in another and generally by the well-known abilities of their engineer, Mr. James Douglass, who has been trained in their service, the Elder Brethren have gradually brought the system of lighthouse illumination to a point where it equals if it does not surpass that of France or any other country; a statement which the results of the International Exhibition in Paris of 1867 will fully bear out. And it may be somewhat curious here to observe that one of the members of the Royal Commission which expressed opinions adverse to the present lighthouse management is yet engaged as a member of a local administration in carrying out a system analogous to it, and one which has met with universal approval. In the governing body for lighthouse purposes at Liverpool no scientific element exists or is required; the same means are used as by the Trinity House, the management being in the hands of men of business and seamen, and carried out in the same way by them, assisted

by nautical skill and experience, and with the same satisfactory results; a remarkable instance how theory and practice do not always run together.

During the time above referred to, two new shore lights and a rock lighthouse have been established and lighted; the magnificent work of the Wolf rock, inaugurated in 1863, has been brought nearly to completion; 15 lights have been converted to the most modern system, and almost entirely reconstructed; seven new light-vessels have been placed in position; powerful fog trumpets worked by caloric engines have been established in two positions; fog bells have been added to many lighthouses; fog guns have been stationed in three localities; bell buoys of improved construction have been placed in many dangerous positions, and have proved of essential service; notably at Harwich, where the bell buoy is considered indispensable for the continental mail service, and at the dangerous rocks of the Manacles and Rundlestone, where many vessels have been saved by the same means; while the general buoyage itself has largely increased in number and conspicuousness. The great district storehouses have been rebuilt and re-arranged to give more accommodation, so as to enable them to carry out the increased duties; schools of instruction have been established for lightkeepers and engineers; experiments on various classes of sound and light are daily carried out; and after long and laborious trials and some amount of obloquy for not moving quicker (a caution which results have fully justified), the Elder Brethren have established as an illuminating power the electric light. This has been shown for nearly six years at Dungeness; and at this moment electric lights of greater power and improved mechanical arrangements are being prepared for three of the more prominent landfalls, while the experiments upon the magneto-electric power for lighthouse purposes has produced results which warrant the expectation of further success in this direction. Here again it may be remarked that practice has dispelled the illusion that electric lights can be worked economically; unless the ingenious French calculation of *pro rata* cost of light produced as compared with that of so many candles can be seriously accepted, and the remarks of the chairman at the 38th page of the Appendix to the Report of the Royal Commission will show how entirely this subject was miscalculated. All these improvements, while showing that the Royal Commission of 1860 has borne its fruit, have necessarily not been carried out without a large increased expenditure; and two or three years must yet elapse before the reconstruction and conversion which was required, some of which, in justice to the Royal Commission, it must be said, originated from it, will be altogether completed, but when that time arrives a material reduction will take place in the annual expenses, unless further improvements should require further outlay.

The Elder Brethren would observe that to have attained these results is a sufficient answer to that part of the charge. They assert that, associated and assisted in the manner to which they have referred, and using the intelligence and experience of seamen, combined with the dictates of common sense, they are, as sailors, better fitted to manage a department wherein life and property at sea are so immediately connected than any Board composed of scientific members; and if proof were needed how much the knowledge of seamen is required, it might be given from instances which have already occurred and with which the Board of Trade are familiar. There is, perhaps, no subject upon which strict nautical skill and experience is more required than the position of lights and of sea-marks, and to reduce the preponderance of such a knowledge in the constitution of the management would be fraught with danger.

To illustrate this point, the Elder Brethren would refer to the safety with which vessels on the British coasts are navigated, and to the absence of reasonable complaint, as well as to the fact that any loss or danger to vessels from either the absence or the false position of lights, buoys, or beacons, is unknown. During the past ten years no light-ship has had to extinguish her lights in consequence of being off her station, and, under the Almighty protection, these vessels have remained in all weathers, even in the exceptional winter which has just passed away, without one leaving its position—a fact which is believed to be unparalleled in any other country. It is on the ground of their nautical knowledge principally that the Trinity House have been invested with a controlling power over their coadjutors, the lighthouse authorities in Scotland and in Ireland.

land. Those Boards are not possessed of the necessary seamanlike knowledge, and it is supplied by that of the Trinity House; and the Elder Brethren would venture to think that it can easily be shown that economy as well as efficiency has been the result of their control; and, incidentally, it may be remarked that when questions of cost are taken into account, it should be remembered that a very appreciable expenditure for this purpose, as, for example, a proportion of the allowance of the Elder Brethren and of clerical and other expenses, is included in the Trinity House accounts, though properly chargeable against those of the other lighthouse bodies.

It will, perhaps, not be out of place here, in referring to what has been done for the lighthouse service in England and Wales since the Report of the Royal Commissioners, to state also what has been done for the whole lighthouse service of the United Kingdom since 1853, the time when the present system was established by Parliament; which will at least tend to show that the shipping interests have received adequate benefits for the dues of which a section of them complain. It is true that since that year the light dues of England have no longer been exclusively in the hands of the Trinity House. These dues, in common with the light dues levied in Scotland and Ireland, and with certain other fees and taxes, have been thrown into one fund, for the expenditure of which the Minister at the head of the Board of Trade is responsible to Parliament, and the lighting of the whole of the coasts of the United Kingdom has been paid for out of that fund; but the whole of the new works constructed in Scotland and Ireland, under their respective authorities, have been constructed by and with the aid and advice of the Elder Brethren, in the manner provided by Parliament, and the superabundant light dues arising from ships frequenting English ports, which were formerly under the sole control of the Trinity House, have been diverted to complete the proper lighting and marking of the less frequented and less wealthy portions of the United Kingdom; and the Elder Brethren therefore desire to call attention to the magnitude and amount of the works so constructed, the particulars of which will be found in the Appendix, and which testify that in the enormous development of lighthouse works during the last fifteen years, throughout the world, the United Kingdom has borne its full share, although under the Trinity House, which possessed an extensive system when others had none, the greater difficulties of adaptation and re-organisation had to be encountered; and this, together with the increase of scientific and costly methods, will account for the progressive rise of expenditure in those years, an increase happily balanced by the expansion of commerce, which owes the lighthouse organisation so much.

Another point which is made the subject of attack is the constitution of the Board. With the somewhat illogical position of having first desired to relieve themselves of all payment for light dues, the memorialists, in the same breath, desire to have a voice in the management of the lighthouse service, and to point out how it should be conducted in future; and in some quarters it is said to be proposed that for the present principle of election, which the Elder Brethren enjoy by chartered rights from their Sovereigns, should be substituted nominations by the shipowners, a constituency extending over the entire country (to whom would probably have to be added the underwriters, who would be equally entitled to a voice); a course which would be fatal to the independence of the Board itself, and which would inevitably break down in its working. The fitness of the members chosen for years past has been admitted; and the Elder Brethren do not believe that under the proposed system, with conflicting interests and with other influences which might be brought to bear on such a mode of election, the same class of men or the same results would be produced. This, however, is a question which, it appears to the Elder Brethren, it is not necessary to touch upon further at present.

Under the second charge—the expense incurred by the Trinity Board—the Elder Brethren revert to what they have already stated, that ignorance has been the foundation of it. They object entirely, although without in the slightest degree impugning the good faith of the members of the Royal Commission of 1858–61 (the usefulness of whose labours they have always cheerfully recognised), to the results as respects figures to which the Commissioners arrived. The comparison of the working expenses of the Trinity House with those of

Scotland and Ireland was based upon erroneous data; for although discriminating in some places between the shore and floating systems, yet that prominence was not given to the latter which it deserved; and it may be observed that while the bulk of the Royal Commission book conveys in this and in most other particulars the impression that the Commissioners had taken a favourable view of the Trinity House system, the Report, on the other hand, dwells on the weaker features only. In this particular of floating sea-marks the Trinity House essentially differs from all other lighthouse bodies; and whereas both in Scotland and in Ireland, and in foreign countries, the system of floating lights and buoys and beacons, which are small in number, is one of minor importance, under the Trinity House it is the salient feature. Of floating lights the Trinity House at this moment possess and keep in position (including four in reserve) 43, each of which (as appears by the Report of the Royal Commission), although cheaper by 360 *l.* per annum than the light vessels at Liverpool, and costing 200 *l.* a year less than those in Ireland, amount for expense of maintenance to about 1,100 *l.* per annum, whilst the cost of a first-class lighthouse is under 300 *l.* Their buoys, spread over the whole coast of England and Wales, amount to nearly 500; and it is for the administration of these floating sea-marks, and of rock and pile lighthouses, 12 in number (which is much in excess of any other country) that the expenses of the staff of steam and sailing vessels and district storehouses, which is complained of, is incurred. The difference in the configuration of the shores of England and Wales from other countries is the cause of this large establishment. Surrounded as they are by sands and other outlying dangers, frequented by a crowded navigation, through which vessels pursue their daily and nightly course, nothing but the floating lights and the numerous buoys and beacons exhibited could enable the enormous trade to pass in safety; and that these have been increased with the development of the latter, more especially since the use of steam has demanded increased facilities, is a point which ought to count in favour of the Trinity House management. This is not the case in Scotland, where over a considerable portion of its shores the observer may count in a day more lighthouses than passing vessels; nor over a great portion of the coast of Ireland; nor is it so on the coasts of France and Spain. In the north of Europe a light-ship at the entrance of a river is occasionally met with, but no such system anywhere exists as that of the Trinity House, where night navigation is made as practicable and as easy as that during the day, without which such enormous trades as those of the Tyne could not be carried on, and by means of which so much has been added to the prosperity of its shipping. And it may be added in general terms that any argument derived from the number and expense of lighthouses abroad is entirely fallacious, without minute and careful estimate of the differential elements involved in the character of the lights; whether they are coast or harbour lights, light vessels or lighthouses, and whether much buoy service is included or not. In America, for example, it is known that every light, from an ordinary gas-lamp upwards, is included in their average; but of their 383 lights there are but 91 (of which 47 are called primary and 44 secondary), together with 12 light-vessels, to guard a seaboard of about 4,500 miles (see the revised American List corrected to 1st January of this year). Against this may be favourably contrasted, on the same method of reckoning, the seaboard of the United Kingdom, say about 4,200 miles, lighted by 171 coastlights and 49 light-vessels, out of a total of 499 lights.

This advantage is one which rests primarily with those who own ships and sail them, and it is for their purposes that the large establishments of vessels, storehouses, attendance, &c., which are not required for the service of the lighthouses, are kept up. The expense of these may therefore be placed almost entirely to the debit of the floating-light and buoy system; and were their maintenance separated from those of the lighthouses proper, which was not done in the Report of the Commissioners of 1858–61, it would be seen that the management of lighthouses, including reinstatements, is not worked at a greater per centage, allowing for the comparative rate of wages, than in either of the sister or other countries named. To many, probably to those who have drawn up the Memorial of the Newcastle Chamber of Commerce, the details of the service are entirely unknown. They are not aware of the expense of keeping vessels in proper order for the arduous service they have to perform on their stations,

of

changing them for refitment at proper times, of supplying them with reliefs men and stores, nor with the necessities of keeping buoys and beacons variably in their places, a system which in no other country obtains in the ne degree. Under the Trinity House the absence of a buoy from its sition is regarded as of the greatest consequence, and while, under other thorities, notice is given that a buoy is gone and will be replaced, the inity House replace it without an hour's delay—a measure which the con-uration of the shores under their authority and the vastness of the commerce ssing along them, renders necessary in a degree unfelt by those who have ither the same pressing necessity nor the means of carrying it out, but which ubtless does not result in comparisons favourable to the Trinity House if estions of mere outlay be alone regarded. Nor does a week pass without e necessity of buoying sunken wrecks, to enable vessels to keep clear of them. ithin the last few days two telegrams have been received, the one relating the recent great shipping disasters in the Downs, and the other to a eck in the fair-way of the coasting trade off Hartlepool. With only suffi-nt time to get up steam and take in the buoys, a vessel was dispatched mark the dangers in the former, and orders telegraphed to lay a buoy from e nearest station in the other case; and the promptitude with which this was rried out will probably be the means of saving other vessels from a like fate. arrangements such as these an important element in the safety of shipping d the speed of commercial navigation is secured. When a large seaboard is tched so carefully and worked with so much promptitude, great expenses are cessarily involved; and it requires steamers and other vessels of considerable wer and capacity, and numerous men well trained in the details of the vice, although it will be seen that, as two-thirds of the vessels' crews are ade up from the lightsmen on shore, economy is strictly regarded; and the pers which are appended at the foot will show that the services of those ships e constantly in requisition, and that, as regards the steam vessels, very little ore time than is necessary to uphold these and effect their repair is passed in rbour.

It is this portion of the service which the Royal Commission and the New-stle Chamber of Commerce recommend should be transferred to the Coast uard; but it is believed that neither of those bodies have or had any adequate owledge of the amount of duty performed, and that it will be quite patent on examination of the subject that no possible reduction could be made in e expenses, but that the Coast Guard would have to employ vessels of the me class, with men to man them, and that it would therefore be simply a nsfer of the charges from one department to another. The Coast Guard them-ves are now as fully employed as they possibly can be; and any such altera-n would simply be an augmentation of that force equivalent to the reduction ade under the Trinity House, which would not result in any relief to the cket of the taxpayer. Moreover, there is stronger argument still against namely, that such an arrangement as has been suggested would violate the st and greatest axiom in lighthouse service, that certainty means safety to e mariner. The first *sine quâ non* in light and buoy service is trustworthiness, at is permanence; or, in case of accident, immediate replacement. This is practicable unless those who are employed are devoted to the service. rely on men whose other duties must necessarily take up much of their ne, and to run the risk of their not being available when wanted, would be se to first principles. The present men may be regarded as sentinels always duty.

The assertion, therefore, of a possible saving of 30,000 *l.* per annum, now iterated, without taking into consideration the conviction of the Newcastle namber as to the reduction of half of the expenditure, is not, as the Elder ethren believe, even remotely made out; and in support of this belief, tements are appended by which the returns of the Royal Commission of 58-61 are dissected, so as to apportion approximately to each branch of the rvice the charges proper thereto, with the percentage *pro rata* of the working penses.

A portion of the printed report of the Newcastle Committee contains the tements made by various members of the House of Commons of their opinions

at various times, and among these, as is likely, many mis-statements occur. In one place it was stated that a sum of between 60,000 *l.* and 70,000 *l.* was unaccounted for, the Elder Brethren receiving 7,000 *l.*, and the establishment on Tower Hill costing 80,000 *l.* As this has been reprinted, it may be as well to state that a cypher taken off the latter sum would be nearer the truth, the actual figures of 1858 for the establishment on Tower Hill being 7,774 *l.* 14 *s.* 4 *d.*; but as statements and mis-statements of kindred character have been commented upon in a portion of the public press in which the Elder Brethren are charged with plundering the shipowners, together with various similar remarks, the Elder Brethren feel in justice to themselves bound to record a simple statement of facts. It is well known to the Board of Trade that, while conferring benefits upon the commerce of the country, the lighthouses were intended (as existing charters show) to be a benefit to those who administered them, and that for such privileges given to private persons, according to the customs of the age, by former sovereigns of this country, enormous sums have been received in compensation by individuals and by many public bodies. The only exception to this rule has been that of the Corporation of the Trinity House. It has never received nor have the Elder Brethren ever demanded compensation for dues, differential or otherwise, which they believed by the same rule they were entitled to. They have been content to carry out the duties which were entrusted to them at a moderate remuneration; and now, after a period of 46 years, they still receive, without any regard to the altered value of money, the same amount of remuneration for their duties as was then accorded to them. Looking to the number of their body, the active habits of most of their members, their important duties, and continual employment, the sum of 7,000 *l.* per annum for the entire Board of 20, being little more than 300 *l.* each, can hardly be deemed an excessive one; remembering also that they have no superannuation, and that for it they now perform many duties not contemplated when the amount was fixed. This, however, is a question which the Elder Brethren themselves do not desire to raise; but they think it right to point out that not only do they perform the duties which are strictly relative to the purposes of lighthouses, but they have for some considerable time past been giving their assistance, day by day, in matters which do not so closely appertain to lighthouse duties, but which, kindred thereto, have drawn them gradually into the position of a Maritime Board advising the Board of Trade upon the general seafaring interests of this and other countries. No doubt, from the enlargement of commerce, greater and more varied interests have to be dealt with than formerly, from whence the necessity has arisen; but they refer with confidence to the manner in which they have performed the duties which the Board of Trade has demanded of them, and to the alacrity with which they have taken up subjects of a like character for other countries and other governments and for portions of our Colonial empire, and have advised the Government of the day upon all points connected with the interests of navigation. They are constantly consulted upon, and carry on much of the business of the Colonial lights under the Board of Trade; and as an instance of the confidence with which they are regarded in the discharge of their duties, it is but lately that by the common consent of the Board of Trade, the Treasury, and the India and Colonial Offices, the erection of a lighthouse, so long frustrated, on the great Basses Rocks is about to be entrusted to them. Another and a new branch of their duties, also acquired by them at the desire of the Board of Trade, is the clearing or raising of wreck, a subject of great importance and growing necessity. Nor can the whole of this sum of 7,000 *l.* per annum fairly be charged to the performance of lighthouse duties only. It was expressly stated in the terms of the Act that it was to compensate for all other receipts, and was to cover every branch of the Elder Brethren's duties. It therefore includes not only the lighthouse administration, but ballastage and pilotage duties, under which latter section they administer more than two-thirds of the pilotage affairs of the country, and are guardians and administrators of the Pilots' Fund. They are, moreover, constantly employed in deciding cases of the greatest importance in the Court of Admiralty, and as their decisions have rarely been reversed on appeal, they presume they have been satisfactory; they have long been entrusted with the important and responsible duty of the examination of Masters for Her Majesty's ships as well as that of the pilots for the most dangerous portions of our coasts, duties which are performed

formed by themselves entirely and by their own unassisted knowledge ; and here it may be stated that the governing principle of the Corporation is individual responsibility. The Elder Brethren have no inspectors or officers to relieve them, but strictly carry out their duties themselves in every branch ; and their knowledge as pilots and surveyors is gained by actual work afloat. I am to add that all the sectional expenses appertaining to the portions of the Corporation's duties distinct from lighthouses are defrayed from the respective departmental resources, and not in any way from the Mercantile Marine Fund ; and to set at rest either mis-statements or misconception arising from want of information, I am to say that the Elder Brethren never receive, nor ever have received, one shilling in excess of the 7,000 *l.* for the management of those branches of their duties, or from the private funds of the Corporation, the whole of which are spent, with the exception of a reasonable allowance for the maintenance of an adequate corporate status, in charitable disbursements.

In making this enumeration of their duties, the Elder Brethren do not desire to enlarge on them, or to take undue credit to themselves, but would observe that the range of their functions is commonly unknown, and that they would hail with pleasure any modification which, while it enlarged their sphere of usefulness, and gave them increased powers to deal with such matters, would result in the public recognition of their services, now only known officially, and in guarding them against the attacks of those whose excuse now is ignorance.

In conclusion, the Elder Brethren would observe that the constitution of their Board renders them especially free from pressure on either hand, and that it is their well-known independence which has made their opinions valuable to the Government of the day, and that experience since the Report of the Royal Commission has satisfactorily dispelled the illusion as to the difficulty of working the present system. They would represent that no practical difficulties have ever arisen, and that while every shilling of their expenditure, from the largest to the smallest item, is under the supervision of the Board of Trade, who have freely exercised their authority, and without whose consent no work whatever can be carried on, it has also been shown how that supervision may be compatible with the interests of the public and the proper working of the system.

Nothing can be more harmonious than the way in which the two bodies have met each other with suggestions for improvement and economy on the one hand, or of general utility on the other. Both with the Scotch and with the Irish authorities the relations of the Elder Brethren have also been friendly, and although there may have been differences of opinion, such have never resulted either in delay or obstruction of the public interests. They would observe that it is impossible that any species of Parliamentary or departmental control can be more vigilant or more precise than the control which the Board of Trade, in accordance with the Act of Parliament, exercises over the expenditure, and necessarily, therefore, to a large extent over the functions of the Elder Brethren.

The Elder Brethren would fain hope, therefore, that, with such a sphere of duties, carried out as they conscientiously believe they have been carried out, Parliament will not interfere with a system which, although like everything human has its imperfections, has yet so many useful qualities, and has produced such satisfactory results.

I have, &c.

T. H. Farrer, Esq., &c. &c. &c.
Secretary, Board of Trade.

(signed) *Robin Allen*, Secretary.

Statements within referred to.

(Maintenance includes Re-organisation, and every Charge except those for New Works.)

	1857.	1858.	Averag 186
	78 Lighthouses,	80 Lighthouses,	87 Lig 3 Fog 1 Calori
Cost of maintenance of lighthouses in the year ending 31st December -	£.34,148 9 3	£.25,115 3 3	£.39,63
Cost of storehouses at London - - - - - - - - -	2,597 16 5	2,540 3 10	5,27
" " Yarmouth - - - - - - - - -	560 6 10	560 3 2	86
" " Milford - - - - - - - - -	675 – 7	631 6 6	86
Total - - - £.	3,833 3 10	3,731 13 6	6,99
Proportion chargeable to lighthouses, one-third of the above -	1,277 14 7	1,243 17 10	2,33
Add—Cost of "Diligent" sailing vessel, in attendance on "Eddystone" lighthouse - - - - - - - - - - -	526 6 8	551 3 11	52
Proportion of coals, &c., consumed by steamers chargeable against lighthouses - - - - - - - - - - -	1,000 – –	1,000 – –	1,00
Total expense of attendance - - - £.	2,804 1 3	2,795 1 9	3,85
Ratio of "expenses of attendance" to "cost of maintenance" of light-houses - - - - - - - - - - - -	8·2 per cent.	11·1 per cent.	9·7 pe
	34 Light-vessels,	35 Light-vessels,	42 Ligh
Cost of maintenance of light-vessels in the year ending 31st December -	40,491 – 3	38,235 16 8	49,28
Cost of maintenance of buoys and beacons - - - - - - -	5,682 10 5	7,335 10 4	12,228
	46,173 10 8	45,571 7 –	61,508
The light-vessels, buoys, and beacons necessitate the keeping up of an establishment of steam and sailing vessels, storehouses, and superintendents, at a cost for the year of - - - - - - - - -	*42,633 5 11	23,998 4 3	42,957
Deduct proportion applicable to lighthouses as above - - - -	2,804 1 3	2,795 1 9	3,856
Absolute expenditure for relieving, towing, and attending on light-vessels, and replacing of buoys and beacons - - - - - - - -	39,829 4 8	21,203 2 6	39,101
Ratio of "expenses of attendance" to "cost of maintenance" of light-vessels - - - - - - - - - - - - -	* 86·25 per cent.	46·5 per cent.	63·57 p

* This amount includes a sum of 9,369 *l.* 13 *s.* 9 *d.* paid on account of a new iron steamer. If this be withdrawn from the average, the ratio 66 per cent. instead of 86·25.

† Included in the above average there was expended in 1865 the sum of 5,418 *l.*, in 1866, 5,862 *l.*, and in 1867, 12,471 *l.*, or an average of 7,9 annum, for thoroughly overhauling various stations; in some instances new lighthouses were constructed, which were in reality "new works," th charged under that head.

‡ In this average a large increase is observable for buoys and beacons; but this is owing in a great measure to the increased number, size, and ment of the buoys, and the addition of bell-buoys and fog-signals, which have been placed under this head in the accounts; items which, includi siderable extraordinary outlay on shore-beacons, amount to over 8,000 *l.*

The above figures will show that there is no possible comparison as to the ratio of expense between the maintenance of lighthouses and of ligh and that a system which contains 40 per cent. of the latter must be proportionately costly.

	TOTAL EXPENDITURE FOR THE YEARS				
	1857.	1858.	1865.	1866.	18
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£.
For Lighthouses - - - - - - - - -	34,148 9 3*	25,115 3 3*	38,660 9 9	37,016 7 –	43,215
" Light-vessels - - - - - - - - -	40,491 – 3	38,235 16 8	53,534 9 5	49,183 1 3	45,123
" Buoys and beacons - - - - - - - -	5,682 10 5	7,335 10 4	9,159 17 7	13,465 1 1	11,059
" Steam and sailing vessels, district storehouses, and superintendents - - - - - - -	42,633 5 11	23,998 4 3	38,733 4 2	38,520 8 11	51,619
" Office and house expenses - - - - - -	4,150 10 4	3,467 17 5	3,956 4 –	5,048 18 –	4,705
" Salaries of establishment - - - - - -	13,135 10 8	14,774 14 4	16,159 13 10	17,285 7 8	17,737
" Miscellaneous expenses - - - - - -	4,018 12 4	6,486 12 9	5,075 4 2	3,994 2 4	3,850
" Expenses of collection of light duties - - -	2,817 8 3	2,171 14 8	1,124 6 11	1,188 4 4	1,521
" Superannuation allowances - - - - -	7,534 15 4	7,438 9 6	8,239 8 10	8,249 10 7	6,101
" Charities and pensions - - - - - -	14,755 12 10	4,627 17 3†	—	—	—
" New works - - - - - - - - -	34,645 12 7	38,633 – 1	15,004 11 8	18,829 1 7	21,290
Total Expenditure - - - £.	204,013 8 2	172,285 – 6	189,647 10 4	192,780 2 9	206,224

* Varying according to special repairs required.

† Part of 1858 only; payment now performed by the War Department.

(*Account continued from other side.*)	1857.	1858.	Average of 1865-6-7.
were included for expenses of supervision, &c., as follows :—	£. s. d.	£. s. d.	£. s. d
perintendents and district storehouses - - - - - -	6,108 12 3	5,172 13 10	9,789 6 10
ice and house expenses - - - - - - - -	4,150 10 4	3,467 7 5	4,570 2 11
aries of establishment - - - - - - - -	13,135 10 8	14,774 14 4	17,060 17 3
Miscellaneous expenses - - - - - - - -	4,018 12 4	6,486 12 9	4,306 9 –
Expenses of collection of light duties - - - - - -	2,817 3 8	2,171 14 4	1,278 – 10
TOTAL - - - £.	30,230 9 3	32,073 13 –	37,004 16 10
supervision, &c., to total expenditure - - - - - -	14·8 per cent.	18·6 per cent.	18·8 per cent.
em for expenses of collection of light duties (which as a charge on ue should not properly appear in the disbursement account) be cted from the above account in each case, then the ratio of charges penditure would be - - - - - - - - - -	13·6 per cent.	17·5 per cent.*	18·3 per cent.
xpenditure for supervision, &c., above detailed, had been incurred for lighthouses, nearly - - - - - - - - -	5,000 – –	4,000 – –	5,150 – –

e first item (superintendents, &c.) would not have been required; and the Elder Brethren's salaries of 7,000 *l.*, led in the third item (salaries of establishment), covering work for all the lighthouse boards, and colonial lights and duties, it cannot fairly be taken into comparison with the expenditure of the other boards as compared with their disbursements. Indeed, any comparisons, more particularly with regard to the Commissioners of Northern Light-s, who have no light-vessels—the chief cause of so large an expenditure in the case of this board—are abortive and ious because the conditions are so different.

xpenses for compensations and other charges incurred in carrying out the Act 6 & 7 Will. 4, c. 79, be thrown out, the ratio in 1858 would be r cent.

	1857.		1858.		Average of Three Years ending 31 December 1867.	
ounts, if amended ae foregoing prin-, would then stand	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
tal expenditure for the year or years	204,013 8 2	- -	172,285 – 6	- -	196,217 8 3	
educt expenses of collection - -	2,817 3 8	- -	2,171 14 8	- -	1,278 – 9	
et expenditure -	- -	201,196 4 6	- -	170,113 5 10	- -	194,939 7 6
xpenses of manage-t as shown above -	- -	30,230 9 3	- -	32,073 13 –	- -	37,004 16 10
t: proportion of -house, &c. ex-es applicable to t-vessels - -	4,830 17 8	- -	3,928 16 –	- -	5,127 19 5	
s of Elder Brethren	7,000 – –	- -	7,000 – –	- -	7,000 – –	
ses of collection -	2,817 3 8	- -	2,171 14 8	- -	1,278 – 10	
		14,648 1 4		13,100 10 8		13,406 – 3
et expense of ma-nagement - -	- -	15,582 7 11	- -	18,973 2 4	- -	23,598 16 7
to net expenditure he year or years -	- - 7·75 per cent. - -		- - 11·1 per cent. - -		- - 12·1 per cent.	

EMENT showing the Number of Days on which the undermentioned Steam and Sailing Vessels were absent from their Moorings on Service during the Year 1868.

London and Harwich District.				Yarmouth District.	Ramsgate District.	Penzance District.	Isle of Wight District.	Plymouth District.	Milford District.	
ates."	"Vestal."	"Billow."	"Lyra."	"Beacon" or "Irene."	"Triton."	"Scilly."	"Mermaid."	"Diligent."	"Argus."	"Satellite."
12th ril)										
12	193	206	56	176	117	41	94	165	199	72

Lighthouses and other Works in course of Construction or Re-organisation in 1853, and the approximate Amounts since Paid out of the Mercantile Marine Fund for their Completion.

ENGLAND.	Outlay.	SCOTLAND.	Outlay.	IRELAND.	Outlay.
	£. s. d.		£. s. d.		£. s. d.
Gunfleet Lighthouse	13,864 15 1	Kinnaird's Head Lighthouse	1,212 6 10	Arran Islands (North and South) Lighthouses	25,163 9 6
Bishop Rock, ditto	28,801 10 10	North Ronaldsay - ditto	4,555 5 1	Rathlin O'Beirne Lighthouse	2,940 13 –
Spurn Lighthouse and Groynes	4,148 19 8	Devaar - - ditto	2,944 15 2	Rathlin Island - ditto	8,723 17 11
Nash Lighthouse	944 3 10	Whalsey (temporary) ditto	1,563 18 11	Dungarvan - ditto	2,252 9 5
Caskets ditto	7,912 18 5			Fastnet - ditto	4,868 11 5
South Foreland Lighthouse	600 – –			Beeves - ditto	1,084 8 4
				Broadhaven - ditto	926 18 6
				Samphire - ditto	799 9 6
				Kinsale - ditto	560 – 3
£.	56,272 7 10	£.	10,276 6 –	£.	47,319 17 10

Lighthouses, Light Vessels, Beacons, &c., Commenced, Constructed, or Re-organised since 1853, and approximate Sums Expended thereon out of the Mercantile Marine Fund to 31st December 1867.

	£. s. d.		£. s. d.		£. s. d.
Godrevy New Lighthouse (completed)	3,055 10 9	Whalsey Skerries - Lighthouse (completed)	21,335 8 8	Calf Rock - Lighthouse (completed)	30,447 5 8
Needles - ditto (in place of one discontinued)	24,344 4 6	North Unst - - ditto - ditto	36,511 14 4	Black Rock - ditto - ditto	20,718 10 10
Whitby (High) New Lighthouse (completed)	10,671 13 10	Rona - - - ditto - ditto	5,509 19 8	Arranmore - ditto - ditto	10,926 14 8
Ditto (Low) - ditto - ditto		Sound of Islay (Rhu Vaal) ditto - ditto	7,437 4 9	Black Sod Point ditto - ditto	3,090 10 10
Smalls - - ditto - ditto	55,145 18 11	Bressay - - - ditto - ditto	5,163 7 6	Rockabill - ditto - ditto	13,256 10 3
Hanois - - ditto - ditto	28,295 17 6	Oronsay - - - ditto - ditto	4,527 17 10		
Dovercourt, two New Lighthouses in place of two at Harwich discontinued (completed)	9,503 17 7	Ushenish - - ditto - ditto	8,809 4 3	Innistearaght Lighthouse (estimated cost 19,877 *l.*)	12,256 5 4
Corton New Lighthouses - ditto	1,800 – –	Sound of Mull - - ditto - ditto	6,277 15 7	Scattery Island ditto - ditto - 1,750 *l.*)	10 2 9
Wolf Rock New Lighthouse (nearly completed)	48,864 6 9	Kyleakin - - - ditto - ditto	6,211 2 –		
Lowestoftness Lighthouse (rebuilt)	6,121 8 –	Cantickhead - - ditto - ditto	5,661 17 7	Innistrahull Lighthouse (re-organised)	1,859 18 6
Portland (two) ditto - ditto	9,853 13 9	Corran - - - ditto - ditto	3,456 15 6		
Winterton - ditto - ditto	3,711 3 3	Phladda - - - ditto - ditto	4,253 1 8	Tuskar Lighthouse Dwelling	678 12 5
Usk - ditto - ditto	10,493 18 9	McArthur's Head - ditto - ditto	5,299 6 9	Roches Point ditto - ditto	403 – 3
St. Bees - ditto - ditto	4,464 13 6	St. Abbs Head - ditto - ditto	7,984 6 –		
Landguard - ditto - ditto	1,120 1 4	Butt of Lewis - ditto - ditto	8,393 1 2		
Flatholm Lighthouse (re-organised)	4,570 – –	Holburn Head - ditto - ditto	4,357 8 5		
Orford (High) ditto - ditto	4,110 – –	Monach Group - ditto - ditto	14,673 14 –		
Gibraltar ditto - ditto	5,000 – –	Skervuile - - ditto - ditto	9,957 6 –		
Haisbro (two) ditto (under re-organisation; estimated cost 8,100 *l.*)	3,143 – –	Auskerry - - ditto - ditto	8,179 7 –		
Milford (Low) Lighthouse (re-organised)	4,000 – –	Stores and Furniture for New Lighthouses	3,003 13 1		
Caldy - ditto (under re-organisation; estimated cost 4,700 *l.*	500 – –	Stourhead Lighthouse (building; estimated cost 8,200 *l.*)	1,397 9 8		
Hurst - ditto - ditto - ditto 3,500 *l.*	2,715 – –	Dhuheartach - ditto - ditto - 56,968 *l.*)	9,669 11 –		
		Macahaissnard Lighthouse (estimated cost 7,200 *l.*)	—		

St. Catherine's Lighthouse Fog Trumpet								
Dungeness - ditto - ditto								
Start - ditto Fog Bell								
Light Vessels on new Stations, exclusive of Repairs:								
Shambles, Cardigan Bay, Varne Shoal, Outer Dowsing, Newarp, Morecambe Bay, Scarweather, Helwicks, One Additional Spare	46,967	7	5					
Beacons:				Beacons:			Beacons:	
Crow Rock Beacon	1,204	14	6	Voulnish	750	3	9	Black Horse Rock	526	17	7
Anquette - ditto	1,148	3	–	Red Rock	1,146	18	1	Copper Point	491	7	–
Reculvers - ditto	743	–	–	Skerries	193	11	6	Ballagh Rock	22	5	10
Pansand - ditto	230	–	–	Lowther Rock	1,009	2	9	St. Patrick's	706	15	5
Tuskar - ditto (rebuilt)	202	–	–	Riv Rock	1,012	5	11	Storks	805	16	4
Monkstone - ditto - ditto	1,685	–	–	Lady Rock	284	19	3	Goat Island	428	18	2
Nine Beacon Bell Buoys for various Stations	1,635	–	–	Skeirtarsan	380	1	7	Alderman's Rock	1,014	7	–
				Skerries of Ness	98	11	8				
				Kerrera	372	9	6				
				Patterson	1,624	2	–				
				Salachan	101	6	10				
				Roseness	170	8	6				
Storehouses and Wharves Enlarged, &c., to meet the increased Requirements of the Service:											
Milford (completed)	8,706	12	9								
Yarmouth (estimated cost 5,130 *l.*); not completed	1,005	–	–								
Blackwall (completed)	6,100	–	–								
New Coal Hulk and Floating Depôt at Blackwall	2,740	–	–								
£.	334,160	13	1	£.	195,214	13	9	£.	117,520	11	5
							Light Vessels: Blackwater Bank, Wicklow Head, Codling Bank, Arklow Bank	19,332	14	–

SUMMARY.

	ENGLAND.			SCOTLAND.			IRELAND.			TOTALS.		
	£.	*s.*	*d.*	£.	*s.*	*d.*	£.	*s.*	*d.*	£.	*s.*	*d.*
Lighthouses, Light Vessels, Beacons, &c., in course of Construction in 1853, and Completed since that time	56,272	7	10	10,276	6	–	47,319	17	10	113,868	11	8
Lighthouses, Light Vessels, Beacons, &c., Undertaken and Constructed since 1853	334,160	13	1	195,214	13	9	117,520	11	5	646,895	18	3
Totals £.	390,433	–	11	205,490	19	9	164,840	9	3			
Grand Total £.										760,764	9	11

The cost of new Steam Vessels and Sailing Tenders is not included in the above Statement.

LIGHT DUES.

COPY of a REPORT from the TRINITY HOUSE to the BOARD of TRADE on the LIVERPOOL MEMORIAL relative to LIGHT DUES.

(*Mr. Graves.*)

Ordered, by The House of Commons, *to be Printed,*
23 *March* 1869.

100.

Under 2 *oz.*

LIGHT DUES.

RETURN to an Order of the Honourable The House of Commons, dated 27 April 1869;—*for*,

COPY "of MEMORIALS from the Chambers of Commerce of *Newcastle* and *Liverpool* to the Board of Trade on the subject of LIGHT DUES or LIGHTHOUSE MANAGEMENT."

Board of Trade, 29 April 1869. T. H. FARRER.

COPY of MEMORIAL from the *Newcastle* Chamber of Commerce on the subject of LIGHT DUES or LIGHTHOUSE MANAGEMENT.

To the Right Honourable *John Bright*, M.P., President of the Board of Trade.

Abolition of Light Dues on Shipping.

THE MEMORIAL of the Newcastle and Gateshead Chamber of Commerce

Sheweth,

THAT under the Act 6 & 7 Will. 4, c. 79, the lighthouses on the coasts of the United Kingdom are in the management of the Corporation of the Trinity House, the Commissioners of Northern Lighthouses, and the Ballast Board of Dublin, with powers, subject by the Merchant Shipping Act to the supervision of the Board of Trade, to levy dues on shipping for the maintenance of such lighthouses.

That, in the opinion of your memorialists, the light dues as a special tax upon shipping are unequal in operation, as well as unjust in principle. They are unequal in operation, because the heaviest burden falls upon that class of shipping property least able to bear it, namely that which is employed in the coasting trade; an example of which may be seen in the fact that a steamer of 1,000 tons engaged in trading, for instance, between the Tyne and Havre will pay during twelve months an aggregate of 281 *l.* 5 *s.* for light dues, which is equal to 2 *l.* per cent. upon her gross earnings, while a vessel of similar tonnage, sailing from the Thames to India, with a valuable freight on board, will not pay more than 15 *l.*, or only three-tenths per cent. on her probable earnings for her voyage out and home.

That the levying of light dues on shipping is unjust in principle, has long been admitted by the recommendations of Committees of the House of Commons, and of a Royal Commission, and by some of our leading statesmen.

That in 1845 a Select Committee of the House of Commons, appointed on the motion of the late Mr. Joseph Hume, affirmed that the amount paid for light dues presses heavily upon the commercial shipping of this country, especially in the coasting trade, and sound policy requires that every practicable relief should be given, and the Committee recommended "That all expenses for the erection and maintenance of lighthouses, floating lights, buoys, and beacons on the coast of the United Kingdom, be henceforth defrayed out of the public revenue."

That in 1858 a debate took place in the House of Commons, on the motion of Lord Clarence Paget, for an Address to Her Majesty to give effect to the recommendations of the Select Committee of 1845. In the course of this debate the late Viscount Palmerston said, "The lighting of our coast was undoubtedly a duty which belonged rather to the nation than to individuals; take for analogy,

on a small scale, the lighting of the streets; we did not call upon the persons who traversed the streets of this great town to pay for their lighting. That expense was defrayed by the parishes, who stood in the same relation to the lighting of our streets as the nation occupied to that of the coasts. Upon that analogy, he thought that the nation ought to pay the expenses of lighting the coast."

That in 1860 a Select Committee, appointed to inquire into the state of the Merchant Shipping, recommended the adoption "of the sound and liberal policy" indicated in the Report of the Committee of 1845, "that the nation generally should pay the cost of maintenance of lights;" the Committee add, "that they need scarcely point out that the ships of the Royal Navy, Revenue, and fishing vessels, yachts, and ferry boats, are exempt from the payment of light dues; and the present unequal incidence of the tax furnishes additional ground for the removal of the burden altogether from merchant shipping. The justice, as well as the policy, of that course is strengthened by the fact, that the large debt of 1,250,000 *l.*, the result of improvident grants, incurred under the authority of Parliament, for buying up the lighthouses held by individuals, has, since 1845, been paid out of the light dues raised by a tax upon shipping; though it was, undoubtedly, the duty of the State to take upon itself that debt. By means of the enormous dues which have been levied, the whole existing system of lighthouses has been brought, at an estimated outlay of 4,000,000 *l.*, to its present state; and, while the accumulated capital now in hand would, under judicious management, materially assist in the erection of such additional lighthouses as might be called for by the increasing trade of the country, the future annual charge upon the Consolidated Fund would, probably, not exceed the interest of the capital already raised, by a tax upon shipowners, for the purchase and erection of our lighthouses, and which is now funded for the benefit of the nation."

That a Royal Commission, the result of Lord Clarence Paget's motion, sat in 1858-61, on the subject of lighthouses, and the following extracts are from the Report:—

"1st. The Board of Trade, a department of the Government whose president changes with the Government, whose members are not selected for their knowledge of the science of lighthouse illumination, and who have not necessarily any officers specially instructed in that subject.

"2nd. The Trinity House, an ancient Corporation, with a variety of duties, many of which are not connected with lights, &c., whose acting members are retired commanders in the merchant service, and naval officers; who have a paid engineer, but who have no paid officer attached to their body specially instructed in science, though they are allowed to consult with scientific men, and used to consult Professor Faraday from time to time.

"3rd. The Commissioners of Northern Lighthouses, a body consisting chiefly of gentlemen of the legal profession, who have no paid officer for the scientific department.

"4th. The Ballast Board, a body whose acting members are merchants, bank directors and governors, magistrates, railway directors, &c., including a retired naval officer. In short, the government of lighthouses in the United Kingdom, their management and construction, are all confided to bodies of gentlemen of various employments, none of which necessarily afford them an opportunity of acquiring a knowledge of those branches of science which bear upon lighthouse illumination.

The principle in all foreign countries seems to be, that lighthouse illumination, being highly important, and requiring special knowledge of certain subjects, should be entrusted to persons acquainted with these subjects, and that the Government should be centralised."

That the principle of erecting and maintaining lighthouses at the cost of the nation, has already been admitted by Parliament, in reference to lighthouses abroad. During the 10 years ending 1867, 267,000 *l.* had been appropriated out of the Imperial Revenue for this purpose. But while Parliament has admitted this principle, and partially carried it out in practice, it has as yet only relieved

relieved that class of shipping which least requires exemption from light dues, leaving our home traders to feel all the more grievously the burden of maintaining the lights on the coasts of the United Kingdom.

That other countries have long ceased to tax shipping for the maintenance of lights, among them America, France, Prussia, Russia, Spain, &c., and the charges for lights in England have more than once been the subject of strong remonstrance on the part of the United States Government.

Your Memorialists have the strongest conviction, that the transfer of the charges for the erection and maintenance of lights to the Consolidated Fund, would reduce the cost of administration to probably less than one-half of what it is at present in the hands of the Trinity House, and, if transferred to the coastguard service, there are numbers of naval officers on half-pay, whom the Government might advantageously employ in the administration.

That your Memorialists cannot but regret the delay which has taken place in giving effect to the recommendations of the Select Committees and Royal Commission; and they humbly pray that the Board of Trade will now adopt such means as they may think expedient to carry out those recommendations with the least practicable further loss of time.

Signed, on behalf of the Newcastle and Gateshead Chamber of Commerce,

Henry Clapham, Chairman.

Newcastle-on-Tyne, 14 December 1868.

No Memorial has been presented by the Liverpool Chamber of Commerce, but the following Memorials have been received from Liverpool:—

To the Right Honourable *John Bright,* M. P., President of the Board of Trade.

Abolition of the Light Dues on Shipping.

The Memorial of the Liverpool Steamship Owners' Association,

Sheweth,

That your Memorialists represent comparatively speaking almost the whole of the steam shipping trade in the port of Liverpool, comprising coasting steamship lines to all parts of the British Isles, and ocean steamship lines to all other parts of the world. The number of gross registered tons of the shipping owned by your Memorialists, or the companies and persons whom they represent, is upwards of 310,000, being, as your Memorialists believe, not far short of one-fourth of the gross registered tonnage of all the steamships in the United Kingdom.

That your Memorialists have had under their consideration the present system of payment for Light Dues on shipping, and are strongly of opinion that it is unjust and impolitic that the cost of such dues should be borne by shipping, and are satisfied that the transfer of the charges for the erection and maintenance of lights to the Consolidated Fund, would be just and beneficial in every respect.

For the sake of brevity, your Memorialists beg to refer to the Memorial upon this subject addressed to you on the 14th of December 1868, by the Newcastle and Gateshead Chamber of Commerce, of which your Memorialists approve, and in which they concur.

Signed, on behalf of the Liverpool Steamship Owners' Association, this 8th day of January 1869,

William Inman, Chairman.

To the Right Honourable the Lords of the Committee of Privy Council for Trade.

THE MEMORIAL of the Liverpool Shipowners' Association,

Sheweth,

THAT your Memorialists are largely interested in British Shipping.

That your Memorialists are of opinion that Light Dues, as a special tax upon shipping are oppressive and unjust in principle, and the injustice of them has long been admitted, as shown by the recommendations of Committees of the House of Commons and by the Report of a Royal Commission, which sat in 1858–61, on the subject of lighthouses.

That most of the large maritime nations of the world have long ceased to tax shipping for the maintenance of lights on their respective coasts, and defray the expenses of such maintenance out of their public revenues.

That the present system of management of the lighthouses of the United Kingdom under the Trinity House, the Commissioners of Northern Lights, and the Ballast Board of Dublin, subject to the supervision of the Board of Trade, is unweildy, defective, and unsatisfactory.

That the great and increasing importance of a thoroughly practical and economical working of the system is too evident to be longer denied.

That the Government alone should have the entire management.

That although at first sight the maintenance of lighthouses seems to be for the special benefit of shipping, shipping, like other trades, is carried on for the good of the nation, and the nation at large should be the supporters of the institution.

That therefore this Association, putting aside all minor matters of discrepancy and complaint, urges upon Government the necessity of immediately taking into its own hands the management of the lighthouses of the United Kingdom, placing scientific gentlemen who understand the principles of lighthouse illumination at the head of the department.

And, as frequently recommended by Committees of the House of Commons, especially those of 1845 and 1860, "That all expenses for the erection and maintenance of lighthouses, floating lights, buoys, and beacons, on the coast of the United Kingdom be henceforth defrayed out of the public revenue."

Your Memorialists therefore humbly pray that your Lordships will adopt such means as you may deem expedient for the purpose of relieving the shipping interest of the country from so unjust a tax, and for the better and more efficient management of the lighthouses of the United Kingdom.

And your Memorialists will ever pray, &c.

Signed, on behalf of the Liverpool Shipowners' Association,

L. H. Macintyre, Chairman.

LIGHT DUES.

COPY of MEMORIALS from the *Newcastle* Chamber of Commerce and from *Liverpool* to the Board of Trade on the subject of LIGHT DUES or LIGHTHOUSE MANAGEMENT.

(*Mr. Headlam.*)

Ordered, by The House of Commons, *to be Printed,*
29 *April* 1869.

174.

Under 1 *oz.*

307

LIGHTHOUSES, &c.

(LOCAL INSPECTION.)

COPIES of Reports to the Board of Trade by the Trinity House of Deptford Strond and the Irish Lights Commissioners, of their Inspection of Local Lighthouses, Buoys, and Beacons (in continuation of Parliamentary Paper, No. 46, of Session 1867-8).

Board of Trade,
3rd May 1869.

T. H. FARRER.

(PRESENTED PURSUANT TO ACT 25 & 26 VICT. c. 63, s. 43.)

Ordered, by The House of Commons, *to be Printed,*
4 *May* 1869.

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2	(H. 490)	3 February 1868	The Secretary to the Commissioners of Irish Lights to the Assistant Secretary, Harbour Department, Board of Trade. (Enclosing copies of replies of Local Authorities of Westport and Killala to Reports printed in No. 46, of Session 1867–8.)	10
3	(H. 638)	12 February 1868	The Secretary to the Commissioners of Irish Lights to the Assistant Secretary, Harbour Department, Board of Trade. (Enclosing correspondence with New Ross Harbour Commissioners relative to Report printed in No. 46, of Session 1867–8.)	11
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COPIES of REPORTS to the BOARD of TRADE by the TRINITY HOUSE of DEPTFORD STROND and the IRISH LIGHTS COMMISSIONERS, of their Inspection of LOCAL LIGHTHOUSES, BUOYS, and BEACONS.

— No. 1. —

(H. 4478.)

The Secretary, Trinity House, to the Assistant Secretary, Harbour Department, Board of Trade.

Trinity House, London, E. C.,
16 December 1868.

Sir,

I AM directed to acquaint you, for the information of the Board of Trade, that, pursuant to the requirements of the 43rd section of "The Merchant Shipping Act Amendment Act, 1862," committees of this Board have recently inspected certain lights, &c., under the jurisdiction of local authorities, and I am now to transmit to you the accompanying Returns, showing the results of such inspections, which results have also been communicated to the respective authorities.

I am, &c.
(signed) *Robin Allen.*

The Assistant Secretary,
Harbour Department, Board of Trade.

Enclosure in No. 1. - - - - - -

RETURN of Inspection of Local Lights, &c., by Corpora

NAME OF LIGHT, &c.	Date of Visit.	Local Authority.	Light.		Height above High Water.	Lantern.
			Character.	System.		Ventilation and Cleanliness.
	1868:				*Feet.*	
WARKWORTH (tidal light) -	13 July -	Warkworth Harbour Commissioners.	Red, fixed -	Catoptric -	25	Efficient and fairly clean.
BLYTH:						
High - - - - -	13 „ -	Blyth Harbour and Dock Company.	White, fixed -	- ditto -	48	Inefficient - -
Low - - - - -	13 „ -	- - ditto - - -	- ditto -	- ditto -	26	- ditto - -
TYNE, or NORTH SHIELDS:						
High - - - - -	- -	Trinity House, Newcastle.				
Low - - - - -	11 July -	- - ditto - - -	White, fixed -	Catoptric -	76	Efficient and clean
SUNDERLAND:						
South, High - - -	14 „ -	River Wear Commissioners	- ditto -	Dioptric -	58	- ditto - -
„ Low - - -	- -	- - ditto - - -	Green, fixed -	Catoptric -	–	- ditto - -
North, High - - -	14 July -	- - ditto - - -	White, fixed -	Dioptric -	–	- ditto - -
„ Low - - -	- -	- - ditto - - -	Red, fixed -	- -	–	- ditto - -
SEAHAM:						
South Pier Head - -	14 July -	Seaham Harbour Commissioners.	- ditto -	Catoptric -	–	- - -
Red Acre Point, High -	14 „ -	- - ditto - - -	White, fixed -	Dioptric -	94	Efficient and clean
„ Low -	14 „ -	- - ditto - - -	Red, revolving	- ditto -	49	- ditto - -
HARTLEPOOL:						
North Pier Head, West Harbour.	14 „ -	Hartlepool Pier and Harbour Commissioners.	Green, fixed -	- -	26	Inefficient - -
Pier Head, Old Harbour -	14 „ -	- - ditto - - -	Red, fixed -	Catoptric -	37	- ditto - -
On Heugh, High - -	14 „ -	- - ditto - - -	White, fixed -	Dioptric -	84	Efficient - -
„ Low - -	14 „ -	- - ditto - - -	Red, fixed -	- ditto -	62	- ditto - -
SEATON-ON-TEES:						
High - - - - -	14 „ -	Tees Conservancy Board -	White, fixed -	Catoptric -	89	Inefficient and dirty
Low - - - - -	14 „ -	- - ditto - - -	Red, fixed -	- ditto -	–	Inefficient - -
WHITBY:						
West - - - - -	14 „ -	Whitby Pier and Harbour Trustees.	Green, fixed -	- ditto -	83	Imperfect; clean -
East - - - - -	14 „ -	- - ditto - - -	Red, Green, fixed.	- ditto -	54	Fair; clean - -
HUMBER:						
Bull Sand Light Vessel -	15 „ -	Trinity House, Hull -	White, fixed -	- ditto -	21	Efficient and clean
Stallingborough Lighthouse	15 „ -	- - ditto - - -	- ditto -	- ditto -	–	Imperfect - -
Killingholm:						
South Lighthouse -	15 „ -	- - ditto - - -	- ditto -	- ditto -	37	- ditto - -
Middle Light or High	15 „ -	- - ditto - - -	- ditto -	- ditto -	68	- ditto - -
North Light - -	15 „ -	- - ditto - - -	- ditto -	- ditto -	35	Efficient and clean
Paull Lighthouse - -	15 „ -	- - ditto - - -	Red, White, fixed.	- ditto -	36	Imperfect - -
Hebbles Light Vessel -	15 „ -	- - ditto - - -	Red, fixed -	- ditto -	16	Efficient and clean

Enclosure in No. 1.

ouse, pursuant to the 43rd Section of the Act 25 & 26 Vict. c. 63.

General Condition of Establishment, and if sufficient for the Purpose or otherwise.	Condition and Efficiency of		Buoys.			RECOMMENDATIONS, &c.
	Fog Signals.	Tide Signals.	Number of Wood or Iron.	Colour, Shape, Condition, &c.	If in best Positions.	
Sufficient for the purpose.	None					That a more efficient reflector be fitted and the lamp adjusted thereto.
In fair order	None					That steps be taken to improve the ventilation, and that the reflectors be more carefully attended to.
ditto	None					
In good order	None.					
In fair order.						
ditto		Light by night.				
ditto.						
ditto.						
Unsatisfactory						That a better, permanent, and more powerful light be supplied, the present light being shown from a hand lantern fixed at tide-time on pier head.
In good order.						
ditto						
ditto	None					That the lights be made more powerful, and the apparatus better adjusted.
ditto	None					
In excellent order		Light by night efficient.				
ditto						
Dirty	None	None				That the whole establishment, apparatus, &c., be re-organised.
Unsatisfactory	None	None				
ditto	None	Light by night				That the ventilation be improved, the apparatus adjusted, and the reflectors better attended to; also that the light-keeper be not allowed to use lantern of east tower as a sleeping room, the ventilation being impeded thereby.
ditto	None					
In good order.						
Unsatisfactory						That the ventilation be improved.
In good order						That smoke-tubes be provided to improve ventilation and prevent roof of lanterns being blackened by smoke.
ditto						
ditto.						
In fair order						That better arrangement for directing the lights be made.
In good order	Bell efficient.					

RETURN of Inspection of Local Lights, &c., by Corporation of Trini

NAME OF LIGHT, &c.	Date of Visit.	Local Authority.	Light.		Height above High Water.	Lantern.
			Character.	System.		Ventilation and Cleanliness.
YARMOUTH:	1868:				*Feet.*	
South Pier Head	17 July	Yarmouth Harbour Commissioners.	Red, fixed	Catoptric	–	Tolerably efficient
LOWESTOFT:						
Inner Pier Head (2 lights on posts to mark pier head).	17 „	Lowestoft Harbour Commissioners.	Green, fixed	–	–	–
Outer Pier, North Head	17 „	ditto	Red, fixed	Catoptric	–	Very dirty
„ South Head	17 „	ditto	ditto	ditto	–	ditto
SOUTHAMPTON (Docks):						
Low Light	23 June	Southampton Dock Company.	Red and orange (the latter when in line), fixed.	ditto	–	Efficient
High Light	23 „	ditto	ditto	ditto	–	ditto
POOLE HARBOUR (North side of Entrance):						
High	April	Poole Harbour Commissioners.	White, fixed	–	36	Large lamp shipped on post.
Low	„	ditto	ditto	–	16	ditto

(There are also four more fixed lights: two white (oil) fixed, leading up the Harbour, and two red (gas lamps on posts) at Pier quite sufficient for the purpose, and kept in good order.)

WEYMOUTH:						
Two Lights on Pier	22 June	Weymouth Town Council	Green, fixed	–	–	Efficient and clean
Two Lights on Esplanade	22 „	ditto	Red, fixed	–	–	ditto
TEIGNMOUTH:						
Low Light	22 „	Teignmouth Harbour Commissioners.	ditto	Catoptric	34	ditto
High Light (gas-lamp on house).	22 „	ditto	ditto	ditto	34	ditto
LYME REGIS:						
Pier Head (gas-light on lamp-post).	22 „	Corporation of Lyme Regis	ditto	–	11	–
Custom House	22 „	ditto	ditto	–	21	Very dirty
TORQUAY:						
Pier Head	22 „	Sir L. Palk, Bart., M.P.	ditto	–	–	Efficient
BRIXHAM	22 „	Brixham Harbour and Market Commissioners.	ditto	–	–	ditto
DARTMOUTH:						
High Light	22 „	Dartmouth Harbour Commissioners.	White 10° in Fairway. Red on starboard hand. Green on port hand.			
			Fixed	Dioptric	85	Very efficient and clean.
Low Light	22 „	ditto	Only shows when white section of Upper Light is seen.		70	ditto
PLYMOUTH:						
Mill Bay Pier Head	21 „	Great Western Dock Company.	Red, fixed	–	–	Efficient
FALMOUTH:						
Pier Head (a lantern placed temporarily on a pole during repair of pier head).	20 „	Falmouth Dock Company	Green, fixed	–	–	Very dirty

o the 43rd Section of the Act 25 & 26 Vict. c. 63—*continued.*

General Condition of Establishment, and if sufficient for the Purpose or otherwise.	Condition and Efficiency of		Buoys.			RECOMMENDATIONS, &c.
	Fog Signals.	Tide Signals.	Number of Wood or Iron.	Colour, Shape, Condition, &c.	If in best Positions.	
In fair order - -	None -	- -	- -	- -	- -	That when red light is extinguished a green light should be exhibited to mark pier for fishing boats.
- ditto.						
Unsatisfactory -	- -	- -	- -	- -	- -	That ventilation be improved, and the apparatus generally renovated.
- ditto - - -	- -	- -	- -	- -	- -	
Fair order -	None -	None -	11, wood -	Red, black, and red and white rings; can.	Yes.	
- ditto - - -	None -	None -				
Sufficient for purpose	- -	- -	14, wood -	Red, black, and striped red and black; cask and can.	Yes.	
- - ditto - -	- -	- -				
- - -	- -	- -				
Clean and in good order.	None -	None -	2	Black - -	Yes -	That tubs or baskets be placed on the piles which are outside the harbour, and which, being covered at high water, require something to mark their position. That the light which was originally placed on the Rubble (a point of danger) be re-established in lieu of the two red lights which have been substituted for it.
- - ditto - -	None -	None -				
Fair order - -	None -	None -	- -	- -	- -	That the reflectors be properly cleaned or renewed, and the gas jets placed in the foci of the reflectors.
- ditto - - -	None -	None -	- -	- -	- -	
Not to be depended on as sea washes over it in rough weather.	- -	- -	- -	- -	- -	That the Lights be increased in height.
- - -	- -	- -	- -	- -	- -	
Sufficient for purpose.						
- - ditto.						
Clean and in excellent order.	None -	None -	3, wood -	Black, black and white rings, and chequers; can.	Yes.	
- - ditto - -	None -	None -				
Sufficient for purpose.						
A temporary arrangement, and not efficient.						

RETURN of Inspection of Local Lights, &c., by Corporation of Trinity

NAME OF LIGHT, &c.	Date of Visit.	Local Authority.	Light.		Height above High Water.	Lantern.
			Character.	System.		Ventilation and Cleanliness.
	1868:				*Feet.*	
PENZANCE	20 June	Corporation of Penzance	80° red or green, 280° white, fixed.	Catadioptric	33	Efficient and clean
HAYLE BAR:						
High	7 March	Messrs. Harvey & Co.	White, fixed	-	80	Inefficient and dirty
Low	7 „	- - ditto	- ditto	Catoptric	59	- ditto - -
ILFRACOMBE	2 October	Sir B. P. Wrey, Bart.	Red, fixed	- ditto	100	Efficient and clean
BRIDGWATER	1 „	Corporation of Bridgwater	- - -	- -	-	- - -
MUMBLES	28 Sept.	Commissioners of Swansea Harbour.	White, fixed	Dioptric	114	Efficient and clean
SWANSEA (West Pier Extension).	26 „	Trustees of Swansea Harbour.	Red, fixed	- ditto	25	- ditto - -
LLANELLY	28 „	Commissioners of Llanelly Harbour.	- - -	- -	-	- - -
LLANDWYN, CARNARVON	22 „	Trustees of Carnarvon Harbour.	Red, fixed	Dioptric	50	Efficient and clean
BEAUMARIS	21 „	Corporation of Beaumaris	- ditto	- -	-	- ditto - -
GREAT ORMES HEAD	21 „	Mersey Dock and Harbour Board.	White, with red cut, fixed.	Dioptric	320	- ditto - -
HOYLAKE:						
Upper	17 „	- - ditto - - -	White, fixed	- ditto	75	- ditto - -
Lower	17 „	- - ditto - - -	- ditto	- ditto	55	- ditto - -
BIDSTONE	17 „	- - ditto - - -	- ditto	Catoptric	244	- ditto - -
LEASOWE	17 „	- - ditto - - -	- ditto	- ditto	110	- ditto - -
ROCK LIGHTHOUSE, LIVERPOOL.	17 „	- - ditto - - -	Revolving, two faces white, and one face red.	- ditto	61	- ditto - -
POINT LYNAS	11 „	- - ditto - -	White, flashing.	- ditto	128	- ditto - -
NORTH-WEST LIGHT VESSEL, LIVERPOOL.	18 „	- - ditto - - -	White, revolving.	- ditto	30	- ditto - -
CROSBY LIGHT VESSEL, LIVERPOOL.	17 „	- - ditto - - -	White, fixed	- ditto	30	- ditto - -
FORMBY LIGHT VESSEL, LIVERPOOL.	17 „	- - ditto - - -	Red, fixed	- ditto	24	- ditto - -
LIVERPOOL BUOYS	17 „	- - ditto - - -	- - -	- -	-	- - -
WORKINGTON	15 „	Workington Harbour Trustees.	White, fixed	- -	53	Efficient and clean
MARYPORT:						
Pier	15 „	Maryport Harbour Trustees.	- ditto	Catadioptric	52	- ditto - -
Jetty	15 „	- - ditto - - -	- ditto	- -	19	- ditto - -
SOLWAY LIGHT VESSEL	15 „	North British Railway Company.	- ditto	Catoptric	25	- ditto - -
LEE SCAR	15 „	- - ditto - - -	- ditto	- ditto	25	- ditto - -
SILLOTH PIER	15 „	- - ditto - - -	Two lights, one green, one white, fixed.	- -	-	Bad, dirty - -
COTT	15 „	- - ditto - - -	Red, fixed	Catoptric	40	Efficient and clean
SOLWAY FRITH BUOYS	15 „	- - ditto - - -	- - -	- -	-	- - -

(A committee also visited Portcawl and Whiteford in September 1868, but owing to the state of the weather at the time they were unab inspect the lighthouses thereat.)

...t to the 43rd Section of the Act 25 & 26 Vict. c. 63—*continued.*

...ent ...n of ...s ...atus.	General Condition of Establishment, and if sufficient for the Purpose or otherwise.	Condition and Efficiency of		Buoys.			RECOMMENDATIONS, &c.
		Fog Signals.	Tide Signals.	Number of Wood or Iron.	Colour, Shape, Condition, &c.	If in best Position.	
-	Fair order and efficient.	None -	Ball by day, and light by night, efficient.				
-	Inefficient - -	None -	None -	3	Black, red, efficient.	Yes -	That ventilation, &c. be improved.
...t -	- ditto - - -	None -	None -				
...s not ... for	Not sufficient for the purpose.	None -	None -	- -	- - -	- -	That reflectors be renewed, and lantern, which is small and inconvenient, improved.
-	- - - - -	- -	- -	5 wood -	Black, red, white, and chequered, efficient; can.	Yes.	
... -	Clean and efficient -	None -	None.				
-	- ditto - - -	Bell efficient	Ball efficient.				
-	- - - - -	- -	- -	9 wood -	Black, can, efficient.	Yes.	
-	Clean and in good order.	ne -	Ball efficient	17 wood, 1 iron.	Black, red, and red and black chequers.	Yes.	
-	Clean and efficient -	None -	None.				
t -	Clean and in excellent order.	None -	None.				
... -	- ditto - - -	None -	None.				
... -	- ditto - - -	None -	None.				
... -	- ditto - - -	None -	None.				
... -	Clean and efficient -	None -	None.				
... -	In clean condition -	Three bells efficient.	Ball, subsidiary light efficient.	- -	- - -	- -	This establishment is not equal to the others under the Mersey Dock authorities, and requires renovation.
... -	Clean and in excellent order.	None -	None.				
... -	Clean and efficient -	Bell efficient.					
... -	- ditto - - -	- ditto -	None.				
... -	Clean and in excellent order.	- ditto -	None.				
-	- - - - -	- -	- -	10 wood, 54 iron.	Black, red, can and conical excellent.	Yes.	
-	Clean and efficient -	None -	Ball efficient.				
... -	- ditto - - -	Nono -	Ball light efficient.				
-	Clean - - -	None -	- -	- -	- - -	- -	That power of the light be increased.
... -	Clean and efficient -	Bell efficient.					
... -	- ditto - - -	Bell very inefficient.	Gauge on lighthouse efficient.	- -	- - -	- -	That fog signal be improved.
... -	Very dirty - -	- -	- -	- -	- - -	- -	That the establishment generally be renovated.
... -	Clean and efficient -	None -	None.				
... -	- - - - -	- -	- -	9 wood, 6 iron.	Black, red, nun; can.	Yes.	

— No. 2. —

(H. 490.)

The Secretary, Commissioners of Irish Lights to the Assistant Secretary, Harbour Department, Board of Trade.

Irish Lights Office, Westmoreland-street,
Sir, Dublin, 3 February 1868.

With reference to the communication from this Department of the 21st of August last, forwarding copies of reports from the Inspecting Committees on their inspection of certain local harbours, under the powers given by "The Merchant Shipping Act Amendment Act, 1862," I am to forward, for the information of their Lordships, copy of replies received from the local authorities at Westport and Killala to communications addressed to them by this Board.

I am, &c.
The Assistant Secretary, &c. &c., (signed) *W. Lees*, Secretary.
Harbour Department, Board of Trade.

Enclosures in No. 2.

Irish Lights Office, Dublin,
Sir, 20 August 1867.

I am directed to forward herewith, for the information of the Commissioners of the Harbour of Westport, the enclosed copy of a report on the inspection of the markings of that harbour, and to state that this Board will be glad to receive any observations, in reply, that the Commissioners may wish to offer.

I am, &c.
The Secretary, Harbour Commissioners, (signed) *N. Proud*,
Westport. Assistant Secretary.

Harbour Office, Westport,
Sir, 6 September 1867.

I am directed by the Westport Harbour Commissioners to acknowledge the receipt of your letter of the 20th ult., and to say, in reply, that previous to its receipt the perches in our channel had been repaired and painted, as they are every year. As to the buoys, most of them are for the purpose of warping vessels and not marking the channel, and they are considered to be quite sufficient for this purpose.

I am, &c.
The Secretary, Commissioners of (signed) *Jas. Puckleton*, Jun.,
Irish Lights. Secretary.

Irish Lights Office, Dublin,
Sir, 20 August 1867.

I am directed to forward herewith, for the information of the Harbour Commissioners of Killala, the enclosed copy of a report on the inspection of the markings of that harbour by a Commissioner deputed by this Board.

I am to state that the Commissioners will be happy to receive any observations your Board may wish to offer thereon.

I am, &c.
The Secretary, Harbour Commissioners, (signed) *N. Proud*,
Killala. Assistant Secretary.

Sir, Killala, 7 September 1867.

I AM directed by the Killala Harbour Committee to acknowledge the receipt of your communication of the 20th ultimo, enclosing a copy of a report on the inspection of the markings of this harbour by a Commissioner deputed by the Board of Commissioners of Irish Lights, and in reference thereto to offer the following explanation.

The harbour dues of Killala, derivable chiefly from the exportation of grain, are collected, not under any Act of Parliament, but by usage, as has been the case for a great number of years; and are very limited in amount, not more than sufficient to pay current expenses, and the interest of a debt incurred by the Harbour Committee a few years ago, for the completion of some necessary works, and the placing of the four buoys between the bar and the Upper Pool, to which your Commissioner refers in his report. These buoys have been, as stated, all washed away and lost, with the exception of one, which was recovered, and is in the possession of the Harbour Committee.

The marking of this channel being of great importance, Killala Pool being frequented not only by vsssels bound to that port, but also by wind-bound vessels, bound for Ballina or waiting for a high tide to cross the Moy Bar, the Committee would have replaced each buoy, immediately on its being lost, if they had had the means, but their funds have been, and are insufficient for the purpose: in fact there are none at their disposal at present.

Under these circumstances the Committee hope that the Board of Commissioners of Irish Lights will kindly assist them, by furnishing the necessary buoys, chains, &c., for which they and all interested in the trade of Killala will feel very grateful.

I am, &c.

The Secretary, Commissioners of Irish Lights. (signed) *Edward Bourke*, Secretary.

— No. 3. —

(H. 638.)

The Secretary, Commissioners of Irish Lights to the Assistant Secretary, Harbour Department, Board of Trade.

Irish Lights Office, Westmoreland-street,

Sir, Dublin, 12 February 1868.

I HAVE to acknowledge the receipt of your letter of the 11th instant, H. 490, transmitting for the information of this Board copy of a Return to Parliament respecting local lights, and requesting to be informed whether any, and if so, what steps had been taken to induce the local authorities at "New Ross" to remedy the serious defects pointed out by the Committee of Inspection.

I have to report that through an oversight the reply of the Harbour Commissioners of New Ross was not communicated to the Board of Trade. I am now directed by the Commissioners of Irish Lights to forward copies of the correspondence on the subject, by which it will be seen that on the 8th May 1867, they stated the Board would be informed when the buoys would be placed; not having heard from the Commissioners, and the pilots in the Waterford River having informed the Committee then on inspection that the buoys had not on the 23rd September last been replaced, the Board caused the letter of the 3rd October last to be written to them, and which produced their reply of the 7th of November 1867.

I am, &c.

The Assistant Secretary, Harbour Department, Board of Trade. (signed) *W. Lees*, Secretary.

Enclosures in No. 3.

Ballast Office, Dublin,
1 May 1867.

Sir,

With reference to the recent inspection of New Ross Harbour by a Commissioner deputed by this Corporation for that purpose, I am directed to forward, for the attention of the Harbour Commissioners of New Ross, copy of a report from the Commissioner submitted to, and approved of by, the Board; and I am to refer you to my letter of the 17th of October 1864, and your reply of the 11th of November 1864; from which communication this Board were led to infer that no time would be lost in placing suitable buoys of proper size and efficiency to mark the important estuary from Cheek Point to New Ross, but to their great surprise they find nothing has been done.

Under these circumstances this Corporation must require the New Ross Harbour Commissioners to cause five buoys, of at least four feet in diameter each, to be immediately laid down at the places indicated within two months, and they request they may be informed when these buoys have been so placed.

I am to add, that should the New Ross Harbour Commissioners fail to cause this necessary work to be performed, this Board will be reluctantly compelled to seek the authority of the Board of Trade to enforce the provisions of the Merchant Shipping Acts.

I am, &c.

The Secretary, Harbour Board, New Ross.

(signed) *W. Lees*, Secretary.

Harbour Commissioners Office, New Ross,
8 May 1867.

Sir,

I am directed by the Harbour Commissioners to inform you that they have given the harbour master peremptory orders to have all the buoys on the river overhauled at once, and have also given distinct direction in reference to each separately; they will also procure three new buoys of the dimension mentioned in yours of the 1st instant.

The Commissioners beg to say that, in the latter end of 1864, they did purchase two new buoys four feet diameter, at a cost of 40 *l.*, at the suggestion of the Dublin Ballast Board, one of which was placed at Drumdowny Band, and the other at Roachestown.

When all are complete I shall inform you.

I am, &c.

(signed) *James Kearns*,
Clerk to Commissioners.

W. Lees, Esq., Ballast Office.

Irish Lights Office, 3 October 1867.

Sir,

Referring to my letter of the 1st May last, I am to state, a committee of the Commissioners having recently visited Waterford, heard that nothing has as yet been done for the better marking of "New Ross" River.

I am to call the special attention of the New Ross Commissioners to their letter of the 8th May 1867, and to request I may be informed why the buoys directed by the Irish Light Commissioners have not been replaced by proper ones, in accordance with the assurance expressed in the letter above referred to.

I am to add, that should your reply be considered unsatisfactory, the Commissioners will deem it their duty to bring the entire subject under the notice of the Lords of the Committee of Privy Council for Trade.

I am, &c.

The Secretary,
Harbour Office, New Ross.

(signed) *W. Lees*, Secretary.

Harbour Commissioners Office, New Ross,
Sir, 7 November 1867.

YOUR letter of the 3rd ultimo was this day laid before the New Ross Harbour Commissioners.

In reply, I beg to state that the buoys directed by the Irish Lights Commissioners have long since been purchased and placed in their proper positions in this river.

The information therefore referred to, as having been given to the Light Commissioners recently on the subject, was quite at variance with the facts.

I am, &c.
W. Lees, Esq. (signed) *John Jones*,
Commissioners of Irish Lights. *pro* Chairman.

— No. 4. —

(H. 1513.)

The Secretary to the Commissioners of Irish Lights to the Assistant Secretary, Harbour Department, Board of Trade.

Irish Lights Office, Westmoreland-street, Dublin,
Sir, 9 April 1869.

I AM directed to transmit herewith copies of reports laid before the Commissioners of Irish Lights, by deputations appointed by the Inspecting Committee to inspect the local lights, buoys, and beacons, at the following harbours, under the powers given the Commissioners by the Merchant Shipping Act Amendment Act, 1862; 25 & 26 Vict. c. 63, s. 43.

Waterford.	New Ross.	Wexford.
Dungarvan.	Cork.	Ballina.
Kenmare.	Tralee.	Sligo.
Limerick.	Londonderry.	Killala.
Belfast.	Newry.	Westport.
Dundalk.	Drogheda.	

I am to add, that a copy of each report has been forwarded to the respective harbour authorities; and I am to call their Lordships' attention to the recommendation of the Committee, that a perch, or buoy, should be placed, to mark the "Castle" Rock, Killala Harbour.

I am, &c.
The Assistant Secretary, (signed) *W. Lees*,
Harbour Department, Board of Trade. Secretary.

Enclosure in No. 4.

REPORTS of Inspection by the following Committee of Irish Lights Commissioners, consisting of Sir J. Dombrain, Robert Callwell, Esq., Thomas Bewley, Esq., on the several PORTS and HARBOURS in *Ireland* under Local Authority and Jurisdiction, 1868.

THE members of the Inspecting Committee, upon whom devolved the duty of inspecting the lights, buoys, and beacons, under local jurisdiction, have the honour to report that they took advantage, on the 9th July, when on their general inspection of visiting the ports of Waterford and New Ross, and have much pleasure in reporting, in reference to the former, that the Pile Light at Passage, recently erected by the Harbour Board of Waterford, has already afforded ample evidence of the essential advantage it has conferred, not only upon the maritime interests of that port, but also upon the shipping interest generally, that anchorage being largely made use of by shipping in adverse weather, it being the only harbour of refuge between Kingstown Harbour and Queenstown. In a former report of 7th April 1864 we adverted to the new channel which was being deepened and straightened, and although not completed, has afforded a ready access at certain times of tide to vessels bound to or

from Waterford, thereby enabling them to avoid the circuitous route round the island. The full extent of the improvement is not yet completed, but when carried out, we are strongly of opinion that it would be very important to place a light at the east end of the new channel.

All the buoys, which have been described in previous reports, we found in a perfectly satisfactory condition.

New Ross.

The Committee proceeded in the "Princess Alexandra" steam yacht to New Ross, and have much satisfaction in observing the buoys, which in their former report were stated to have been neglected, and some out of place, are now in their proper positions and in good order. A chart showing their exact position was forwarded to the Board of Trade on the 2nd January 1869, as requested.

Dungarvan.

The Committee having observed, while lying off Dungarvan during their annual inspection in July last, that there were several buoys placed to mark the channel up to the quay of that port, of the existence of which they had no previous knowledge, the sanction for placing them not having been asked for by the authorities of that port, in accordance with the provisions of the Merchant Shipping Act, we recommended the Board to call the attention of the Harbour and Town Commissioners to the clauses in that Act. A chart was also forwarded to them with the request that the exact position of each buoy should be marked upon it. In reply, they stated that as some alteration had taken place in the deep-water channel, some of these buoys were not now in their right position, and they requested that the Board should have a fresh survey made of the harbour. In reply, the Board informed them it was no part of their duty to undertake the survey of harbours, and referred them to the Admiralty, to whom that service belonged. Subsequently, two members of the Inspecting Committee visited Dungarvan, and were gratified to find that the Admiralty had given this matter immediate consideration, and had sent an officer to re-survey the harbour, whose report they were afterwards informed by Admiral Buckle would be forwarded in a few days. We beg to transmit herewith a chart showing the position of the several marks, as subsequently furnished to us by the Admiralty.

Cork.

The Committee proceeded to Cork, and inspected the lights and buoys under the jurisdiction of the harbour authorities of that port. Having obtained a boat at Passage, we proceeded up the river and visited the Red Pile Light, at Lough Mahon, which, we regret to state, we did not find in a satisfactory condition; the interior of the lantern was very dirty, and all parts of it soaked with oil, thus rendering it very liable to be destroyed by fire. At "Dunkettle" Green Light we observed a very marked contrast, the establishment being very clean, and all in excellent order. At "Black Rock" we found all in fair condition, but we think it would be better if rouge was made use of in polishing the reflectors (such as is used by this department) instead of the materials now employed. We think also that it is undesirable that reflectors should be placed on pivots, as in this way they may easily be turned from throwing the lights in the right direction, but that they should be fixed as to direction, but capable of being lifted out when needed to be polished.

In concluding this part of our report, we wish to refer to the observations made by the Committee in their inspection in April 1867 as to the very confined space in which the light apparatus is placed, and we would suggest for the favourable consideration of the Cork Harbour Commissioners whether it would not be very desirable whenever any considerable repairs are required to that part of the structure, that the diameter of the lantern should be considerably increased, the platform on which it is placed affording ample room for this object.

Kenmare.

On arrival at Kenmare we were disappointed in finding that Mr. Trench, the ...ent of the Marquis of Lansdowne, was from home, and having ascertained ...at Mr. Bury was general superintendent of the river under him, we sent for ...m in order to obtain information as to the various marks in the river. He ...formed us that he had been employed by Mr. Trench to erect various beacons ... the Kenmare river, from Kilmichaelogue Harbour to the quay at Kenmare, ...nich he described to us, and which are shown on the chart as furnished by ...m, and sent herewith. The severity of the weather prevented us inspecting ...ese marks, but we hope to have the opportunity of doing so in the course of ...e ensuing summer.

Tralee.

When at Tralee we proceeded by car to "Barrow" Coast Guard Station, and ...ade inquiry of coast guard men there respecting the marking of the channel from ...Samphire" Island to Tralee; thence to "Spa" to see the buoys which mark ...e entrance to the canal; they appear to be all as indicated in the Admiralty ...art dated 1857, except that one additional has been laid down by the harbour ...thorities, and which we have had marked on our chart, which we present ...erewith.

These marks appear to us to have been judiciously placed, but it is not pos...ble to mark them on the chart with strict accuracy, as it is necessary from ...me to time to shift them a little in consequence of the channel altering its ...ourse occasionally, which alteration is caused by the freshets that run into it ...om the mountains on the southern side of Tralee Bay during heavy rains. ...he weather was such as rendered it impossible for us to take a boat in order ... examine the state and condition of each of the buoys, a heavy gale blowing ... the time; but we were informed by the coast guard that they were kept in ...ood order.

Limerick.

While on our annual inspection round the coast, we visited Limerick, and had ... conference with the Harbour Commissioners with reference to the extent and ...mits of their jurisdiction in the River Shannon. They were not prepared ... once to define these limits, and requested to be allowed time to investi...ate and discuss the subject further, and undertook to write to the Board and ...nform it of the result of their conclusions. Subsequently a letter was received ...om the Harbour Commissioners, a copy of which we hand herewith. From ...is it would appear that this body possess jurisdiction for pilotage within the ...eads, viz., from Kerry Head to Loop Head, and also that it is their duty to ...ark the river and estuary wherever necessary. We impressed upon the Com...missioners, now that they had funds at their disposal, the necessity of carrying ...ut the system of marking the navigable channel of the Upper Shannon by ...erches, which we had already recommended, after a careful inspection of the ...iver in the year 1864. The Commissioners assured us that no time should be ...ost in carrying out these works.

(Copy.)

Harbour Commissioners Office, Limerick,
27 July 1868.

Sir,

With reference to the interview of the Inspecting Committee of your Board with the Harbour Commissioners on the 16th instant, when the latter undertook to state in writing the limits of jurisdiction claimed by them in the Lower Shannon, I am directed to submit the following as the views of the Harbour Commissioners on the subject.

The limits of the port of Limerick not being distinctly defined in any of the Acts of Parliament incorporating the Bridge or Harbour Commissioners, it is necessary to see how far they are indicated by any of the provisions of these Acts, or by prescriptive right exercised by the Commissioners since their formation in 1823, previous to which time certain powers of conservancy were exercised by the Chamber of Commerce, voluntarily by virtue of their charter; and certain rights were exercised by the Municipal Corporation of Limerick on the whole Lower Shannon.

The Act of 1823 (being the first Act) section 48, authorises the Limerick Bridge Commissioners to remove obstructions "on any part of the said river," and the Act of 1834,

section 23, empowers them to remove, blast, and clear away any rocks or shoals which obstruct the navigation of the said River Shannon below the city of Limerick; and also to erect buoys or beacons on the rocks or shoals in the said River Shannon. This appears clearly to give a statutory jurisdiction, for the purposes named, over the whole Lower Shannon between Limerick and the sea.

Sections 72 and 73 of the Act of 1823 give powers to the Commissioners to license pilots to conduct vessels into the said port and harbour of Limerick, and to take charge of such vessels on their arrival within the headlands of the harbour; clearly giving this jurisdiction also over the whole of the Lower Shannon to the Heads.

As regards the exercise of these powers, it does not appear that the Commissioners ever undertook the removal of obstructions, or the erection of beacons further down the river than Beagh Castle, and, in the latter case, erected only six beacons, and these within the last five or six years; but they have always exercised their pilotage jurisdiction to its full extent over the whole Lower Shannon since their incorporation in 1823. On the other hand, the Commissioners of Irish Lights and their predecessors have undertaken the lighting and buoying of that portion of the lower river between Beagh Castle and the sea.

Under all these circumstances, the Harbour Commissioners claim jurisdiction for clearing the navigation and regulating the pilotage, over the whole of the Lower Shannon to its mouth, and they assume the duty of buoying and marking the upper portion of the same within the tidal navigation, between Limerick and Beagh Castle, as they have heretofore done, leaving the estuary below Beagh Castle to be lighted by the Lighthouse Board.

I am, &c.
(signed) *William Carroll,*
Secretary.

The Secretary,
Commissioners of Irish Lights.

Londonderry.

On arrival at Londonderry we were waited upon by the secretary of the Harbour Commissioners, who informed us that a steamer had been hired for our use, and would be ready to proceed with us the following morning. We may here state that during the progress of our last annual inspection we endeavoured, when in this quarter, to inspect the local lights, but only succeeded in visiting three, viz., Redcastle, Kilkern and Culmore, the keepers of all of the others being absent, and no entrance obtainable.

On the following morning we went on board the steamer and inspected all the lights, and have now to report our observations as follows:—

Rosses Bay.—The lantern light of this is at present hoisted up on a pole erected in a hulk, and, under these unfavourable circumstances, appeared in proper condition. Measures are being taken to erect a lighthouse here on piles, which have been driven, and the platform placed, but it is to be regretted that more promptitude has not been evinced in effecting the completion of this work, it having been commenced some years ago.

Boomhall.—This establishment we found in fair order, and much improved since we last visited it.

Kilkern.—This tower and light we found in very good order, and greatly improved since we visited it in July, it being then in a very indifferent state.

Cunningberry.—We found this light in very nice order, and instead of being, as the Committee formerly found it, the most inferior establishment in Lough Foyle or elsewhere, is now one of the best kept of any.

Culmore.—This light we visited in July last, and found it in complete order; we therefore did not deem it needful to visit it on the present occasion.

Ture Point.—This light we found in very good order.

Whitecastle.—This establishment we also found in fair condition, but we noticed that the piles were greatly decayed, and we much doubt its safety in its present condition, and we think prompt measures should be taken to render it more secure.

Redcastle.—We found this establishment in fair order, and much improved since we visited it in July. The observations we have made respecting the state of the piles at Whitecastle are equally applicable to this structure.

Warren Point.—We found this light in very good order, and the dioptric apparatus clean and bright.

In

In going and returning we had the opportunity of observing the various buoys and beacons which mark the channel, and found them all in excellent condition.

It is very gratifying to be able to report the great improvement which has taken place in the state and condition of the lights, buoys, and beacons in Lough Foyle, under the jurisdiction of the Harbour Commissioners of Londonderry. But we think that the efficiency of the lights would be increased if arrangements were made for regulating and supplying a sufficient amount of ventilation to the lanterns ; the present mode being very imperfect, and not under the control of the keepers, and we made some suggestions to Mr. Rooney, the deputy harbour master, who accompanied us, which we think will enable him to effect this desirable object at a trifling expense. From the manner in which he received these and other suggestions we made, it was obvious to us that he seemed most anxious to adopt any plan which will give more efficiency to the lights.

Although it does not come altogether within our province to report, yet we take this opportunity of stating our satisfaction in observing the extent to which dredging operations have been carried out along the face of the quay wall, thereby affording a considerable increased depth of water for vessels of large tonnage.

Belfast.

During our general inspection in July last we proceeded to Belfast, and coaled, but found it wholly impossible to inspect the local lights, &c., then, as a whole gale was blowing when we entered the lough ; we were therefore compelled to postpone it for a future day.

Two of the members of the Committee subsequently proceeded to Belfast, and were pleased to find that the harbour authorities had made most satisfactory arrangements for our inspecting the lights, &c., under their jurisdiction, by placing their steamer at our disposal ; but as it was blowing very hard, the officer in charge stated it was impossible for us to visit the Pile Lights, and we were therefore reluctantly obliged to postpone our inspection until the following day, and arranged to endeavour to accomplish our object the next morning. The ensuing day, the gale having moderated, we proceeded, accompanied by the engineer and chief pilot, under apparently very favourable circumstances, in the harbour boat, but after pulling about four miles, the gale again suddenly sprung up, which rendered it impossible to communicate with the lights, and compelled us to run for Holywood, where we landed, and returned to Belfast, and from thence proceeded to Newry, having previously arranged to meet the harbour authorities, &c., this day, leaving the inspection of Belfast Lough for a future opportunity.

A further report is now submitted :—

Belfast.

The Committee having entrusted me with the discharge of the duty of inspecting Belfast, I arrived there on the 1st February, and on the following morning waited on the Harbour Commissioners, for the purpose of arranging for the inspection of the lights, &c., within their jurisdiction, who, in the most kind and obliging manner, placed their small steamer at my disposal for that purpose, without any charge. At 1.30 p.m., left the quays in the steamer belonging to the Harbour Commissioners, accompanied by the chairman of the Board, the secretary and engineer, and, with the aid of a good boat, landed with ease, and inspected all the lights, which, with one trifling exception, were in very good order. It is very gratifying to find that the suggestions that the Committee have on former occasions made for improvements in the lights, which their larger experience enabled them to point out, have been most readily adopted.

In the Report of the Committee of 2nd March 1864, they stated " that the " deputation are of opinion that improvements might be made to give greater " brilliancy to the lights ; they also remark that the light keepers are insuffi- " ciently paid."

The suggestions then made have been adopted, the lights having been greatly

improved, and the wages of the keepers raised to a scale they are quite satisfied with.

The extensive improvements which are going forward in the port will, in all probability (when completed), render additional lighting and marking necessary.

(signed) *J. Dombrain.*

Newry.

We proceeded, in the tug steamer belonging to the Carlingford Lough Commissioners, as far as Greenore Point, and thus had a full opportunity of observing, not only the marking of this estuary, but also the great work in active progress in the formation of a deep and wide channel across the bar by means of dredging. This work has been already accomplished, so far as completing a cut through the bar, which is in length about 2,000 feet, and in width 300 feet, with a depth of over 11 feet at low water. We were informed it is intended ultimately to make the channel 600 feet wide, and 21 feet deep at low water. We think the local authorities are entitled to high commendation for their spirited efforts in thus improving the Lough; for not only will it greatly serve the interests of the port, but also enable ships meeting bad weather outside to run in for shelter to a safe and commodious harbour of refuge. Most of the marks in the Lough we consider of a very poor and insufficient character, but we have no doubt that these will be largely improved ere long. From thence we proceeded to

Dundalk.

A reference to our reports of the 7th April 1864, and the 20th July 1867, will show that the Harbour Commissioners were carrying out a system of improvements by dredging, which, it was calculated, would greatly improve the navigation of the port. We found, on our recent inspection, the works principally consisted, as described in former reports, in building walls or jetties for the purpose of directing the ebb tide into a straight and uniform channel, and thus, by adding to its velocity (being confined within narrow limits), greatly to increase the scour, make the channel more direct, and increase the depth of water. The progress already made has been most satisfactory, but in order that it may be more fully understood, the Committee beg to submit a tracing showing the position of the several lights, the position and direction of the walls or jetties, and the present course of the channel. These improvements have been attended with beneficial results. The channel at the entrance, which was gradually shifting or spreading with more shallow water, is now directed into its proper course by means of the walls run down as far as the Lighthouse. The effect also has been to cut away the banks, which were before increasing, and thereby narrowing, but greatly deepening the channel, more especially part of the North Bull and Mussel Bank, the latter having nearly disappeared. We should also not omit to mention that the ford, or inner bed, between Soldiers' Point and Bellurgan Quay, has, by the removal of large boulders, been deepened fully two feet, thus enabling vessels to proceed direct to the quays, instead of being compelled to wait, as heretofore, until a considerable increase of flood tide would enable them to pass that point. We had also shown to us an improvement in the lantern for the exhibition of the light, which we were informed had been found to have been highly approved.

The Committee were accompanied by the secretary and engineer to the Harbour Commissioners on their inspection in their steamer, and were much obliged for the information and explanations they so freely afforded them.

Drogheda.

We drove down to the entrance of harbour, and were pleased to find that all the beacons and other marks were in good condition. Some measures are now in progress to straiten the channel over the bar, which, so far as they have progressed, appear likely to be effective. The result of this improvement may possibly be to necessitate some slight change in the disposition of the lights, which will be attended with little or no expense.

Wexford.

An attempt was made by two members of the Committee to inspect Wexford Harbour, but they were obliged to return to Dublin without doing so, owing to the weather being very bad, and the steamer which had previously been placed at their disposal being suddenly ordered off to the assistance of a vessel then on one of the banks outside that harbour.

A further report is now submitted:—

Wexford.

The Committee of Inspection of Local Lights, &c., being very anxious to complete their inspection of those harbours which they had been hitherto unable to visit, proceeded to this port, having previously arranged with the Harbour Commissioners to proceed on the following morning, in the small steamer belonging to the Commissioners, for the purpose of inspecting the buoys, &c., in this harbour. In the morning, however, they were waited on by the harbour master, who informed them that it was blowing a strong gale, such as would render it unsafe to undertake the duty as arranged.

The Committee regretted this the less as they found in conversation with the harbour master that three of the principal buoys had broken adrift, during the recent heavy gales, and were under repair, but would shortly be replaced; they also found from the statement of the harbour master that an additional buoy had been placed about April last, which they now mark on the chart in red. It is near Connor Perch (where the sand bank is increasing in a northerly direction); he also informed us that the perch at the east end of Mussel Bank had disappeared some time since, and that it is considered an unnecessary mark.

A new channel is reported by the harbour master, as now being formed by the direction the currents have taken.

Under all these circumstances the Committee suggest that it would be desirable the bar and harbour should be surveyed by the Admiralty.

Sligo.

The Committee expected to have been able to inspect the marks in the river at Sligo, during the general inspection, but were unable to effect this object, owing to the depth of water on the bar being insufficient to allow the "Princess Alexandra" steamer to enter, and as the Committee had some important stores to land at Tory Island on the day following, they deemed it inexpedient to wait for high water.

A further report is now submitted:—

Sligo.

On our arrival here, we, on the following morning, proceeded by boat to the entrance of the harbour, a distance of about seven miles, to inspect the buoys and beacons under the jurisdiction of the Local Board.

We were kindly accompanied by two of the Harbour Commissioners and the secretary to the Board, who pointed out to us the improvements which had been made in the approach to the town by the new cut alluded to in our report of the 20th July 1867; this cut is now fully completed, and is admirably marked.

Dredging and other operations are now in contemplation which will render the port more easy of access, and with increased accommodation.

In former reports we alluded to the admirably constructed and inexpensive beacons which have been adopted by the Commissioners to mark the channel; we have not failed, whenever opportunity offered, of recommending their adoption in other ports in Ireland.

Ballina.

On our arrival here, we, on the following morning, proceeded in the steamer belonging to the Harbour Commissioners and inspected all the buoys, 20 in number, from the quay at Ballina to the bar buoy at the entrance of the River Moy.

As stated in a former Report of this Committee, the channel is very tortuous and uncertain, and owing to the strong freshets which come down from Lough Con, the buoys are frequently removed from their proper moorings. On the present occasion we found all in their correct positions with but one exception, and that of very recent occurrence. We were informed that it would be immediately put into its proper position.

Beyond recommending ordinary vigilance in attending to these matters, we do not see that we are called upon to make any further observations.

Killala.

Having completed our inspection of the buoys under charge of the Ballina Commissioners, we proceeded to Killala, and having obtained a boat we pulled out to the bar, which we found to be of easy access by vessels from seaward, which could not be attempted at Moy Bar. On reference to this Committee's Report of 20th July 1867, it will be seen that they attributed much blame to the Harbour Commissioners of Killala for not replacing sundry buoys which had been carried away, and we find are not even now replaced; we therefore deemed it right to require an explanation as to the appropriation of the harbour dues. Most ready access was given to us by the secretary and harbour master to the books of that body, from which we found that the harbour dues have been gradually diminishing for several years, and that they now do not quite reach 30*l.* per annum; we also found that a debt is still hanging over the port of about 320*l.*, on 250 *l.* of which interest is paid at the rate of six per cent. per annum.

The Harbour Commissioners, we believe, have a very strong desire to do all in their power to benefit the harbour, but the want of funds leaves them quite powerless, which is much to be regretted, as there can be no question of the great superiority of Killala as a place to run for, over that of the Moy.

The bar at Killala being a port with deep water both at the inside as well as at the outside, there can be but little doubt that it would be largely availed of by vessels of small tonnage using it as a harbour of refuge, when caught in north-westerly gales, there being three pools of deep water inside.

The buoy intended to be placed to mark the entrance of the bar, which, we recommend, should at once be done, will be of much use; in addition to this we would strongly recommend that a perch or buoy should be placed on the Castle Rock, which would lead to the outer pool in perfect safety, where vessels could lie afloat at all times of tide. It would thus become a safe asylum harbour for vessels usually employed in the coasting trade.

As a proof of the importance of this, we may mention that a steamer which could not attempt to run for the Moy, succeeded in getting over the bar at Killala, but not being aware of the extent of the Castle Rock, grounded on that point, where she remained about two hours, when, fortunately, she got off without damage.

Westport.

On our arrival here, we, having previously arranged with the harbour authorities, proceeded on the following morning to Carragh-houla, where we procured a boat, and went up the channel for a distance of about nine miles to Westport Quay.

There are fourteen perches from Dorinish to the quay; those on the port hand are white, and those on the starboard hand black; there are three buoys marking the fair way, and six buoys, provided with rings, to be used as warping buoys; the perches are improved, being rendered more conspicuous at their heads than they were when we last visited this port. The Commissioners have also adopted the plan of lighting the upper part of the channel, by placing six lamps during the tide-time at night, three red lamps on perches at the starboard hand, and three bright lamps on perches on the port hand.

The

The buoys are still very poor, being flat blocks of wood; some of the perches observed have been injured; we were informed this damage was caused by the late gales, and the high tides which occurred in January.

Several perches have been placed since the last Admiralty chart was published, and we submit that it would be desirable that the Hydrographer of the Admiralty would cause a careful survey to be made, so that these perches and buoys should be laid down on the next charts, and properly marked.

Owing to the very inclement weather, heavy showers of hail and sleet, with strong squalls, we could not in an open boat make our inspection here as closely as we wished; however, we have here given a tolerably clear account of the place.

(signed) *J. Dombrain,*
Chairman of Committee.

Irish Lights Office, Dublin,
March 1869.

(LOCAL INSPECTION.)

COPIES of Reports to the Board of Trade by the Trinity House of Deptford Strond and the Irish Lights Commissioners, of their Inspection of Local Lighthouses, Buoys, and Beacons (in continuation of Parliamentary Paper, No. 46, Session 1867-8).

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329

PAPERS

RELATIVE TO A

PROPOSAL TO SUBSTITUTE GAS FOR OIL

AS

AN ILLUMINATING POWER

IN

LIGHTHOUSES.

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PAPERS

RELATIVE TO

A PROPOSAL TO SUBSTITUTE GAS FOR OIL AS AN ILLUMINATING POWER IN LIGHTHOUSES.

H. 3923.

REPORT to the COMMISSIONERS of NORTHERN LIGHTHOUSES on Messrs. Edmundson's Gas Apparatus for Lighthouse Illumination, by D. and T. STEVENSON, Engineers to the Board.

The Commissioners referred to us for our opinion,—

First. The printed reports of Captain Roberts, the Inspector of Irish Lighthouses, on Wigham's patent gas light, and the testimonials by shipmasters as communicated to the Commissioners by the Board of Trade; and, See pages 6–14.

Second. A letter from Messrs. Edmundson, of Dublin, to the Commissioners, dated 8th May 1868, requesting that the new patent light might be inquired into and tried.

On the 7th July Mr. David Stevenson embraced the opportunity of the Pharos being the Isle of Man to examine the Howth Bailey lighthouse, which has been lighted ith gas on the patent principle. The light was viewed from distances varying from bout 12 to 1 mile, and the unanimous opinion, in absence, however, of any standard with hich to compare it, was that the Howth Bailey was an excellent first class fixed light. n the succeeding day every facility was offered by the secretary to the Ballast Board r examining the apparatus at Howth Bailey, and every information was rendered by Messrs. Edmundson of Dublin, by whom it was fitted up.

The light is produced by shale gas, manufactured at the lighthouse, and burned in hat is termed a crocus burner of large diameter, and having 30 jets. A strong draught f air is produced by a chimney suspended above the burner, and no lamp glass is mployed, which is obviously a great advantage in its application to lighthouse llumination.

The testimony of the shipmasters, communicated by the Board of Trade, seems to rove that the power of the Bailey lighthouse has been greatly increased by the employ- ent of gas, and Messrs. Edmundson state that the illuminating power of the patent hts is "no less than four times greater than the largest first order oil lamp." This com- utation, however, we learn from Messrs. Edmundson, was not based on a distant bservation of the two lights, but on certain photometric experiments made of the two ames as burned together at a few feet apart in a room.

We stated to Messrs. Edmundson our difficulty in forming an opinion as to the power f their light without a comparative trial, and suggested that such a trial might easily be ade from the temporary tower at Granton, employing the Edinburgh gas (which is dmitted to be of very excellent quality) in making the investigation. To this Messrs. Edmundson at once assented, and the necessary arrangements having been made, Mr. Wigham, the patentee, came to Edinburgh to direct the experiments with the gas urner, and expressed his entire satisfaction with the arrangements that had been made, s repeated in Messrs. Edmundson's letter of 16th October.

The following are the experimental trials made, and the results. The gas apparatus vas placed in the upper light room, and in the lower room was placed a four wick echanical lamp.

On the first night of the experiments a first order annular lens was placed in front of ach light. The axes of the lenses were carefully adjusted to the same point on the alton Hill, about $2\frac{1}{2}$ miles distant. The lights were first shown of their *natural* olour, *secondly* with red shades, and *thirdly* with *green*.

On the first night the *observers were unanimously of opinion that the light from the il light was superior.*

The second night's experiments consisted of the same arrangements, but panels of a first order cylindric refractor were substituted for the annular lens.

On the second night the observers were unanimously of opinion that the gas light was superior.

The third night's experiments consisted in viewing both lights with panels of the cylindric refractor with a photometer, and the results were slightly in favour of the gas light, in the ratio of 36 to 40.

It was at once evident that the gas light, which is $6\frac{1}{2}$ inches diameter, as compared with the oil light of the four-inch mechanical lamp as used in the northern lighthouses which is only four inches in diameter, did not at all bear out the comparative results which appeared to have been obtained in Ireland, and Mr. Wigham, while admitting the different result, considered that it might to a great extent be due to the higher illuminating power of gas produced by shale as compared to that manufactured at the Edinburgh and Leith Gas Works, which supplied the gas for the experiments. He accordingly proposed to furnish an offer to fit up a small gas apparatus at the experimental tower at Granton, which affords great facilities for testing the two systems of illumination, and we enclose the offer, from which it will be seen that the whole apparatus can be fitted up at the cost of 83*l*.

We had proposed, in the event of finding a marked superiority of the gas over the oil light, to suggest a trial of it being made at Montrose Ness, which, from its easy access, would be favourable for the purpose ; but the results of the experiments referred to do not warrant us in making the recommendation, and it is unnecessary therefore at present to consider further the question of gas as applicable to the general lighting of the coast.

We think, however, notwithstanding the manifest disadvantage of being restricted to the use of shale in the manufacture of gas, that it would be very desirable, if the Commissioners would authorize the necessary expense, to give Messrs. Edmundson the opportunity of repeating the comparative experiments with gas of their own manufacture, and after this has been done we shall be prepared to report fully on the whole subject.

(Signed) D. and T. Stevenson.

Edinburgh, 26th October 1868.

Second Report on Experiments on Gaslights by D. and T. Stevenson, Engineers to the Board of Northern Lighthouses.

In our report of 26th October last we stated that Messrs. Edmundson of Dublin had requested to be allowed to test the relative merits of the mechanical oil lamp used in the northern lighthouses and their gaslight illuminated by gas made by themselves instead of the Edinburgh and Leith Gas Company, the results of which were given in our report. This request having been acceded to, Messrs. Edmundson fitted up a gas apparatus at Granton, and a careful series of experiments was made, extending over six evenings, with gas manufactured by their own assistant from coal costing 47/6 per ton.

In so far as these last experiments go, we have no hesitation whatever in stating that the results which we obtained represent most satisfactorily the power and cost of the light produced by Messrs. Edmundson as compared with the oil lamp, and that we do not find it necessary to alter our opinion as expressed in our former report, and that there is nothing either as regards power or cost to warrant us, with our present information, to recommend the adoption of the gaslight in Scotland.

We are quite prepared now to report the detailed results of the last experiments both as regards the relative power and cost of the lights, a statement of which we submitted in draft to Messrs. Edmundson ; but it is right to state that they are not satisfied, and propose to make further trials, which, as Messrs. Edmundson are unable to make them for some time, cannot now be satisfactorily undertaken till the nights are darker.

We shall therefore be glad to receive instructions as to whether another trial is to be made at a later period in the season, and if so, whether we shall delay our report till after the completion of such further trials.

Under the circumstances, we have to suggest that no alteration should be made in the buildings of Montrose Ness Lighthouse with a view to adapting them to gas as it would be too late for this station, even supposing that Messrs. Edmundson should ultimately succeed in getting a light so powerful and enconomical as to justify its adoption in place of oil. We have therefore to recommend that the buildings at Montrose should be completed in accordance with the contract plans so that the light may be exhibited as early as practicable.

(Signed) D. and T. Stevenson,

21st May 1869. Edinburgh.

Documents relative to the Applicability of Gas as an Illuminating Power for Lighthouse purposes, forwarded by the Commissioners of Irish Lights to the Board of Trade.

H. 1541.

Irish Lights Office, Westmoreland Street,
Dublin, 10th April 1869.

Sir,

I am directed by the Commissioners of Irish Lights to forward, for the information and consideration of the Lords of the Committee of Privy Council for Trade, copy of a report, together with copies of sundry documents submitted by the Committee appointed by the Board to report on the applicability of gas as an illuminating power for lighthouse purposes.

I am to observe that this Board entirely concur in the recommendation of the Committee, viz., "that a thoroughly competent person be sent over to inspect the two gas lights now in use, and report upon the whole subject."

I am, &c.
(Signed) W. Lees,
Secretary.

The Assistant Secretary,
Harbour Department,
Board of Trade.

Report of the Gas Committee of the Commissioners of Irish Lights to the Board.

The Board having directed that the recent Report of the Inspector of Lights (Captain Roberts, R.N.) respecting the successful operation of "The Composite Gas Burner" should be forwarded to the Board of Trade, together with such other documents bearing upon the application of gas for lighthouse purposes as we should select and recommend. We have thought it desirable, that along with these, we should prepare a short historical sketch of the subject since we were first appointed in the year 1863 to superintend and report upon the different experiments which were tried at various times.

This statement, and the documents to which it refers, are submitted herewith, and we recommend that these should be forwarded to the Board of Trade.

We further recommend that the Board of Trade be requested to send over a thorougly competent person to inspect the two gas lights now in use, and report upon the whole subject.

We make this suggestion as we deem the matter to be one of great national importance; the results being eminently successful in the discovery of a very powerful and perfectly safe and efficient light, capable of giving when needed an illuminating penetrating light, nine times greater than the largest four-wick oil burner now in use.

There are two points respecting the application of gas to lighthouse purposes to which we wish to direct the especial attention of the Board.

Firstly.—The facility of using different illuminating powers according to the state of the weather. It must be evident to anyone who has seen the lights, that the composite burner, with 17 jets lit, giving a light, which compared with the first class four-wick oil burner is as 3·56 to 1; or the 27 jets with a light as 5·75 to 1; are either of them sufficient in clear weather, inasmuch as either would be seen until they sunk below the horizon by reason of distance; while in thick weather there is the immediate capability of raising the power of the light by using the 47 jets to 9·11 times greater effect than the standard oil light. Thus economy and efficiency can be harmoniously combined.

Secondly.—The same result is obtained in the application of gas to lights which are flashing or intermittent, because in these cases, with gas, the period of darkness is produced by the instantaneous reduction of the light to a point scarcely visible at a few yards distance, while with the oil burner, the darkness is effected by obscuring the flame with an opaque shield, the consumption of oil being still the same as when the light is visible. Hence it follows that with gas, if a light be arranged so that the period of darkness be three, six, or eight times as long as that of light, the cost of gas will be reduced in like proportion—with oil there is no saving in cost whatever.

(Signed) Meath.
Thos. Bewley.
Jas. Dombrain.
Robt. Callwell.

27th March 1869.

Historical Account referred to in the foregoing Report.

At the latter end of the year 1863 Messrs. Edmundson & Co., of this city, addressed a letter to the Board stating that it was their opinion that a far superior light could be obtained from oil gas than from oil itself. They further stated that satisfactory experiments to prove this might be effected at the cost of about 20*l*.

The Board deeming it to be of great importance to endeavour to improve the illuminating power of lighthouses, applied to and obtained the sanction of the Board of Trade for the carrying out of these experiments.

Many months elapsed before Mr. J. Wigham (of the firm of Edmundson & Co.) had completed his arrangements so as to enable us to arrive at a definite conclusion as to the respective merits and power of oil gas as compared with the ordinary first class oil light.

After having made many trials of both descriptions of lights, we made a report to the Board in May 1865 expressing our strong opinion on the great superiority of a ight from oil gas compared with the ordinary first class oil light ; and we recommended that it should be practically tried at the Howth Bailey (north entrance of Dublin Bay), a place which afforded peculiarly favourable opportunities of observing its effects in all weathers. (See Appendix, No. 1.)

The sanction of the Board of Trade having been obtained, the new oil gas light was exhibited there in the latter end of June 1865, and has ever since been used, and there can be no question whatever that it is vastly superior to the previous light, abundant testimonials to this effect are appended.

In August 1865 we reported to the Board our entire satisfaction with the new gas light at the Howth Bailey, and its great superiority over the first class four-wick oil light. (See Appendix, No. 2.)

In February 1867, the Inspector of Lights reported the cost of the first years' working of the gas system to be about 50*l.* less than that of a first class oil light, notwithstanding that the light produced by the gas was fully *four times* more powerful than the oil light. He consequently recommended that as a change was about being made in the light at Wicklow Head, gas should be introduced at that station. (See Appendix, No. 3.)

In March 1867, the Board of Trade wrote asking for some further information respecting the cost of the gas apparatus as well as on several other points, to which a reply was sent in April, giving the information requested. (See Appendix, Nos. 4 and 5.)

It having been proposed that the lights on Wicklow Head should be altered by the discontinuance of the upper, and the lower being changed from a fixed oil light to an intermittent one of gas, it became necessary to obtain the statutory sanction of the Elder Brethren of the Trinity House. On being applied to, they intimated their intention of inspecting the new gas light on the Howth Bailey which a committee of that Board accordingly did in April 1867, and that Board subsequently gave their sanction for the proposed light at Wicklow Head. (See Appendix, Nos. 6 and 7.) This approval was shortly afterwards ratified by the Board of Trade, and the light was exhibited in January 1868. Since then it has been in continuous use without any intermission or accident whatever.

In March 1868, Messrs. Edmundson & Co. wrote to the Board calling attention to a large number of testimonials which they had received from masters of steam ships giving evidence as to the superiority of the new gas light as compared with the old oil ones at the Howth Bailey and Wicklow Head. Of these we submit a few out of many others which bear concurrent testimony to the superior power and efficiency of the new gas light. (See Appendix, No. 8.)

In September 1868, the Inspector of Lights made a report to the Board respecting a new gas burner patented by Mr. J. R. Wigham of the firm of Edmundson & Co., and called "the composite burner," on which he had been making experiments which indicated its superiority over the original "crocus gas burner," and gave many interesting details of these experiments, to which we beg to refer. (See Appendix, No. 9.)

Early in March in the present year, the Inspector of Lights made a further report on the same subject, giving details of further experiments made in the presence of some members of the Board in the month of February, and other experiments subsequently made by him, in order to ascertain if any danger to the dioptric apparatus might be apprehended by reason of the great heat generated by the "composite burner;" these experiments being altogether satisfactory, he recommended the use of the new burner at the Howth Bailey, inasmuch as it was ascertained by careful measurement that it was fully *nine times* more powerful than the largest four-inch oil lamp. (See Appendix, No. 10.)

On the 12th of March, the Board adopted the recommendation of Captain Roberts, and the new burner is now in use at the Howth Bailey, and gives entire satisfaction.

APPENDIX.

No. 1.

REPORT from the COMMITTEE appointed to inquire into the APPLICABILITY of OIL GAS for LIGHTHOUSE purposes.

IT will be in the recollection of the Board that several months ago Messrs. J. Edmundson & Co. suggested to it that oil gas gave a superior light to oil consumed by means of a wick, and that by a very simple, safe, and not expensive apparatus it could be manufactured and applied to the illumination of lighthouses.

In consequence of this statement the Board, believing it to be of great importance that it should avail itself of any opportunity of accurately testing any alleged means of improving the power of the lights under its management, applied for and obtained the sanction of the Board of Trade for the expenditure of a sum not exceeding 20*l.* for this purpose.

After obtaining this sanction, a considerable time elapsed before Mr. Wigham, of the firm of Messrs. Edmundson & Co., had completed his preliminary trials so as to enable him to place his apparatus before us in complete working order ; but during the last two or three months we have had frequent opportunities of testing his plans, and have now the pleasure of reporting the results.

The standards we made use of were, 1st, the large 4, and in some cases the large 3-wick burner, used in the first order dioptric apparatus; and, 2nd, the 3-wick burner used in the second order of the same apparatus.

The instrument used on all occasions for measuring the relative powers of the respective lights was Bunsen's photometer.

1st experiment.—We tried the 3-wick burner of the second order dioptric apparatus, and taking its light at its highest state of efficiency, and then Mr. Wigham's gas burner giving precisely the same power of light; the respective cost of each was 7*d.* for the oil and 4¾*d.* for the gas per hour. From hence it follows that an efficient light of equal power can be produced from oil gas at a considerably less cost than from oil only.

Similar experiments were made with the larger burner and indicated a like result, but inasmuch as we deemed it to be of far greater importance to obtain a light superior to any at present in use rather than to look merely to a reduction of cost in the obtaining of a light of the power we now have, our experiments were mainly directed to that object; hence

2nd experiment.—In these cases, the *three*-wick burner used in the 1st order dioptric apparatus was tested with Mr. Wigham's "crocus burner," containing a cluster of gas jets consuming 17½ feet of gas per hour; the result was, assuming 1.00 to represent the power of the oil light, that of the gas was 2.50, or 2½ times greater than the oil light; the respective costs per hour we calculated to be, oil, 9*d.* 66., gas 8*d.* 40.

3rd experiment.—We tried the large 4-*wick* burner used in the 1st order dioptric apparatus, and the result consuming the same quantity (17½ feet) of gas was as above, viz., 1·00 to 2·50; but in a subsequent experiment, when the flame of the "crocus burner" was increased so as to consume 20 feet of gas per hour, the relative proportions of the lights were as 1·00 to 3·00. In this case the cost of the two lights would be about equal, though the one was *three* times more powerful than the other. We deem this latter result to be of especial interest and importance, as it indicates the ease with which the power of a light may be largely increased in thick, hazy, or foggy weather.

The burners, wick, and oil we used were from our own stock, and on one occasion we availed ourselves of the valuable assistance of our foreman lamp fitter, Mr. Thulier, in order that we might obtain the best possible light from them. We made many other experiments which are unnecessary to advert to, as the results were similar to those we have detailed.

On different occasions we took the opportunity of observing the two lights experimented upon when placed in a darkened room, from a distance of 30 or 40 yards, and found the difference between them of a very marked character. The oil light appeared to be of a dull brownish yellow colour, the gaslight perfectly white, when near, the latter is so intensely brilliant as to be painful to look at for more than a few seconds.

The apparatus for the manufacture of the gas appears to us to be quite safe, and of so simple a character that we believe no difficulty would be experienced in the management of it by any light keeper.

We hand herewith, for the information of the Board, a report from Mr. J. R. Wigham, containing some interesting details which we requested him to furnish us with; also some estimates from his firm of the cost, &c., for the erection of the apparatus on different scales.

In conclusion, we have to express our great gratification at the satisfactory results of our various experiments for the adaptation of oil gas for lighthouse purposes. We believe it affords a safe, simple, and economical means of greatly increasing the power of our lights, and, as we deem it of great importance that this system of lighting should be practically tested in a lighthouse, we have no hesitation in recommending the Board to obtain, without delay, the sanction of the Board of Trade that such a trial may be made at the Howth Bailey Lighthouse, which is now in process of being changed from catoptric to a dioptric light, such change to take place on the 30th of June next.

This lighthouse affords ample facilities for such a trial, and for careful and constant observations of the results.

(Signed) Meath.
Robert Callwell.
Thos. Bewley.
31 May 1865. J. Dombrain.

No. 2.

Report of the Committee on the Exhibition of the Oil Gas Light.

The Committee who undertook to investigate the qualities and power of the oil gas apparatus, erected by Messrs. Edmundson & Co., at the Bailey, having made previously all necessary arrangements that there should be an alternate exhibition every half hour of the usual oil light and the oil gas light, proceeded from Kingstown Harbour on the night of the 16th August in the "Princess Alexandra." The night was tolerably clear, and the state of the weather on the whole favourable for testing the lights. On getting to sea, it was immediately manifest to all on board that the oil gaslight was much the whitest and more powerful of the two, and this superiority was maintained at every change, until at about the distance of 21 miles, when the Bailey was dipping under the horizon, it was difficult to decide which of the twain was the superior light. On our return we applied to the Board for an order for the continuance of the exhibition of the oil gas light, for although we were unanimous in the impression that it was clearly the finest of the two lights, and further, were inclined to the opinion that from the incandescent brilliancy of the flame, it would still more decidedly manifest its superiority in dirty and foggy weather, we felt anxious for a prolonged exhibition of it, with the view of ascertaining its power of maintaining an unvarying brilliancy of light for a lengthened period. We have reason to believe that no inconvenience could have resulted to any vessel entering or leaving the harbour from the many changes that took place during the night, as the change from the ordinary oil light to the gas light only occupied one minute and a quarter, and that from the gas light to the oil light four minutes, including the time that it took the oil burner to attain its highest brilliancy.

We have taken the necessary measures to ascertain accurately what the cost of the new light will be per hour.

We cannot conclude this report without expressing our opinion, that we consider this experiment to have satisfactorily proved the great superiority of the oil gas over the common oil light as used in our

lighthouses, particularly as we tested the gas apparatus with the most powerful four-wick burner we possess, giving ordinarily a flame of upwards of three inches in height without spikes.

(Signed) MEATH.
ROBERT CALLWELL.
THOS BEWLEY.

August 22nd 1865.

No 3.

REPORT of the INSPECTOR OF LIGHTS on the GAS EXPERIMENTS at HOWTH BAILEY LIGHTHOUSE.

These experiments commenced in the year 1865 with gas made from oil, and subsequently with gas made from shale, the latter being more economical and showing an equal amount of light.

On comparing the gas with a four-wick lamp, the photometer showed the gas light to be four times greater in intensity and quantity than the oil light of the four-wick burner, such as is used in a first-class dioptric apparatus.

Several comparisons were made by observing the effect of each from the "Princess Alexandra" steamer at night, in the following manner, viz.:—

The four-wick oil lamp at Howth Bailey was lighted for half-an-hour to enable the flame to reach its proper height; it was then suddenly extinguished, and the gas was exhibited in the space of a few seconds, when the superiority of the gas was very manifest. These experiments were made on many occasions.

Again, the steamer was taken to a position equidistant from Howth Bailey and Wicklow Head, the night being perfectly clear, both apparatus of the same order, and both when burning oil, showing the same brilliancy; but on substituting gas at the former station, its superiority was again very evident.

On the 27th of December 1866, an accident happened to the gas, owing to a defect in the coupling of the gas pipe, when oil had to be used, which was done in about a minute, but such accident is not likely to occur again.

I would still recommend the gas to be continued at Howth Bailey, and also adopted at Wicklow Head for the intended intermittent light, but in no case would I propose it without having oil in readiness as a stand-by in case of accident.

Annexed is a statement of the annual cost of maintenance of gas light for the year 1866, exclusive of the interest on the first cost for fitting up the gas apparatus (which amounted to the sum of 240*l.*), also a statement of the expenditure for maintaining the oil light at Wicklow Head during the same period, the lamps at this station being exactly similar to those at Howth Bailey.

(Signed) E. F. ROBERTS,
Inspector of Lights.

W. Lees, Esq.,
Ballast Office, Dublin,
8th February, 1867.

Oil.

Annual Statement of the quantity of Oil and other Material expended in maintaining the Oil Light at Wicklow Head Lighthouse Station, with cost of same between the 1st day of January and 31st December 1866:—

	£	*s.*	*d.*
780 gallons of oil at 4*s.* 9½*d.* -	186	17	6
Lamp-wicks - - - -	5	6	0
Cylinders - - - -	4	4	0
Carriage of oil, &c. - - -	4	8	0
Burners and repairs of ditto - -	3	10	0
Total - -	£204	5	6

Patent Gas.

Annual Statement of the quantity of Fuel, Materials, &c., expended in manufacturing Gas at the Howth Bailey Lighthouse Station, with the cost of same between the 1st January and 31st December 1866:—

	£	*s.*	*d.*
Coal, 38 tons, at 24*s.* - -	45	12	0
Shale, 14 tons, at 67*s.* 2*d.* - -	47	0	4
Lime, 96 hogsheads, at 1*s.* 4*d.* -	6	8	0
Labour, 365 days, at 2*s.* - -	36	10	0
Cylinders, 35, at 1*s.* - -	1	15	0
Oil (during accident to gas) 5 gallons at 4*s.* 10*d.* - - - -	1	4	7
Wear and tear, fixing spare retort -	6	0	0
„ „ new gas burner	2	0	0
Total - -	£146	9	11

Total number cubic feet of gas produced - - - 120,439
„ „ „ consumed - - - 118,137

(Signed) E. F. ROBERTS,
Inspector of Lights.

No. 4.

LETTER from the BOARD OF TRADE to WILLIAM LEES, Esq., asking for further information about Wigham's Patent Gas at the Howth Bailey Lighthouse.

SIR, Board of Trade, Whitehall, 30th March 1867.

With reference to the report upon the shale gas light at Howth Bailey lighthouse, forwarded in answer to a query, I am directed by the Board of Trade to request that they may be furnished with the following additional information:

1st. The cost of the entire apparatus, machinery, and buildings required for the system of gas illumination.

2d. The space occupied by the apparatus, &c., *i.e.*, the size of the buildings for the apparatus including stowage of coal, shale, lime, &c. over and above the space necessary for the common system, and whether such space could be obtained at a rock station, where the tower alone is available.

3d. Whether additional labour is required, as it has been charged at Howth Bailey.

4th. How is the crocus burner used with reference to the common dioptric apparatus? Is it placed in the focus of the lenses, or is it independent of them?

5th. When the accident happened to the gas, how long did it take to repair? and supposing it had occurred where no aid was at hand beyond the keepers, could the accident have been remedied?

6th. Is the retort liable to sudden injury, and what would be the result?

I am, &c.

The Secretary, Port of Dublin Corporation. C. Cecil Trevor.

No. 5.

Reply of Captain Roberts, R.N., to the preceding letter from the Board of Trade.

Sir, Ballast Office, Dublin, 24th April 1867.

With reference to the Board of Trade's letter of the 30th ultimo, requesting that they may be furnished with additional information respecting the system of gas illumination for lighthouses, I beg to submit to the Board the following answers, viz.:

1st. The cost for the entire apparatus, machinery, and buildings, requisite for this system of illumination, depends to some extent on the position of the lighthouse to which it is to be adapted; but taking, for instance, Wicklow Head, the following is an approximation of what the cost is likely to be, viz.:—

A complete gas apparatus, with crocus burner and buildings, including coal store, is estimated to cost as follows:—

	£	s.	d.
Retort house, 22 ft. × 12 ft. × 10 ft. to wall plate, coal, and oxide of iron store, 20′ × 12′ × 10 ft. to wall plate, chimneys for 3 flues 25 feet high, and 3 sets of retort beds, with furnace complete, say about - - - - -	200	0	0
Gas apparatus, embracing three retorts, (two being spare), with mouth pieces, ascension pipes, tapering from 5″ to 3″ bore, 12 in hydraulic main to take three retorts, three bridge-pipes and dip-pipes, with special provision for cleaning out by unskilled labourer; condensor, with stand-pipes.			
Washer.			
Two purifiers, with sieves fitted for oxide of iron purification or lime.			
Hoisting apparatus for same.			
Shut-off valve.			
Syphon chest, so arranged as to be always accessible, with trap over access; inlet and outlet pipe to gas-holder, also so arranged that access to the joints, when they are secured to the tank, can be had at any time.			
Cast-iron tank, 16 feet diameter × 10 feet deep, with strong double columns to support holder; gas-holder for same to contain 1,767 cubic feet; that at Howth Bailey contains but 785, with chains, guide rollers, stretcher bar, counter-balancing weights, &c.			
All necessary tubes to connect the gas works with light-house, and one of Wigham's patent crocus burners, all fixed complete - - - - -	513	0	0
	£720	0	0
This sum does not include the revolving machine for intermittent light, which is not properly chargeable to the gas, as it would have to be supplied for the oil system, even if gas were not used, as that light is to be changed from fixed to intermittent; the probable cost of this machine will be - - - - - -	110	0	0

2d. The space required for a gas apparatus would be about 60 feet by 20, including storeage for coal. I am of opinion it would not be suitable to apply gas to any rock station, where such space outside the tower could not be had, as it would not do to make gas in the tower.

3rd. I consider one additional labourer is necessary for making the gas.

4th. The crocus lamp is placed in the focus of a lens, and is removeable and replaceable by the ordinary oil lamp in three or four minutes. No alteration of the lenses is required in the case of using gas.

5th. The accident referred to in my report was simply a leakage. The light keepers found it as they were going to light up, just before sunset, and although they could easily in a few minutes have repaired it with a little white lead, yet they thought it better to light the oil lamp and repair the leakage by soldering, which they did; and at 9.30 p.m. they took away the oil lamp and lighted the gas,—the change occupying one minute and a half.

A similar leakage cannot occur again, as the brass cap which was in contact with the quicksilver of the coupling, and which had become corroded by the action of the quicksilver, has been replaced by iron, which will not be so acted on by the quicksilver.

6th. The average duration of a retort is one year; they sometimes last much longer They seldom crack suddenly, but this does sometimes happen,—such a crack can generally be easily staunched with a little tar and fine coal dust, and a retort so treated often lasts a long time. When a retort at any time, either from ordinary wear or sudden cracking, becomes too leaky for use, recourse is had to another, which can be used until it in its turn requires to be replaced. By the arrangement proposed

for Wicklow Head, the three retort beds are to be so constructed that a new retort can be placed in any of them without stoppage to the gas manufacture, so that there will be little chance of failure in the light from breakage of retorts; and as they are almost the only perishable part of the apparatus, the continuance of the light is pretty certain, and in addition there is the "stand-by" of the oil-lamp.

I am, &c.

E. F. Roberts,

To the Secretary of the Port of Dublin Corporation. Inspector of Lights.

No. 6.

Sir, Trinity House, London, 10th April 1867.

I am directed by the Elder Brethren to acknowledge the receipt of your letter of the 4th instant, requesting their sanction to the proposed arrangement for the alteration of the light at Wicklow Head from fixed to intermittent, and to acquaint you, for the information of the Port of Dublin Corporation, that the arrangement being of an entirely novel character, the elder brethren are desirous of personally inspecting it in operation at the Howth Bailey Light, previously to concurring in its adoption at Wicklow Head, and that a committee will proceed, with as little delay as possible, to Dublin for that purpose, and will call upon you on their arrival thereat.

I will apprize you as soon as the time of the Committee visit has been settled, and am, &c,

W. Lees, Esq. P. H. Berthon.

No. 7.

Sir, Trinity House, London, E.C., 23d April 1867.

Referring to your letter of the 4th instant, requesting the sanction of the Elder Brethren to the arrangement proposed by Captain Roberts, R.N. for the future character of the existing light on Wicklow Head, and to the recent visit of a committee to Dublin, for the purpose of personally inspecting the method by which that arrangement is intended to be effected, I am now directed to acquaint you, for the information of the Port of Dublin Corporation, that the Elder Brethren concur in the adoption of the periods of alternate light and darkness as recommended, viz., ten seconds of light and three of darkness, to be produced in the manner proposed.

I am, &c.

W. Lees, Esq. P. H. Berthon.

No. 8.

List of Testimonials referred to.

1. From Captain C. J. Slaughter, R.N., R. M. S. Packet "Leinster."
2. „ Joseph Rogers „ "Munster."
3. „ R. S. Triphook „ "Ulster."
4. „ J. G. Kendall „ "Connaught."
5. „ Thos. Reynolds, Steam Ship "St. Columbia."
6. „ John J. Byrne, „ "Earl of Carlisle."
7. „ Wm. Stokes, Dublin & Glasgow Steam Packet Company.
8. „ R. Barnes, R.N., chief officer in command of H.M. Cutter "Fanny."
9. „ Jno. Roe, Steam Ship "Telegraph."
10. „ R. M. Judge „ "Avoca."
11. „ F. Higginson „ "Lady Wodehouse."
12. „ R. R. Pearce „ "Cymba."
13. „ Robt. G. Callen „ "Standard."
14. „ J. G. John „ "St. Patrick."
15. „ C. M. Hogan „ "Star."
16. Commander Robert Willcox, R.N., Superintendent of Pilotage Department.
17. Edwin J. Hore, Dock Master, Custom House Docks, Dublin.

Copies of Testimonials.

1.

Royal Mail Steam Packet "Leinster,"

Gentlemen, Kingstown, 19th March 1868.

In reply to your inquiry I beg to say that since the new gas light has been exhibited at Howth Bailey and Wicklow Head lighthouses, I have remarked their superior brilliancy to those formerly in use there. I should consider by its appearance that it was many times more powerful than any first class oil light on the coast, and well adapted for penetrating fogs.

I am, &c.

Charles John Slaughter,

Commanding "Leinster," Commander, R.N.

2.

Royal Mail Steamer "Munster," City of Dublin Steam
Gentlemen, Packet Company, Holyhead, 24th March 1868.

In reply to your inquiry asking my opinion respecting the gas lights now exhibited on the Bailey and Wicklow Heads, I consider that it is a very great improvement on the old oil light, and well adapted for the purpose, as in thick weather we generally can get a glimpse of it, which was not the case with the former one.

I am, &c.
Joseph Rogers,
Messrs. Edmundson, Commander R.M.S. "Munster."
Capel St., Dublin.

3.

City of Dublin Steam Packet "Ulster,"
Gentlemen, Kingstown, 21st March 1868.

In reply to your letter of this day wishing to have my opinion of the Bailey Light since it has been lit with gas, compared to what it was formerly when lit with oil, I beg to acquaint you that it shows a very much stronger and more brilliant light now than formerly, and can be seen at a much greater distance, and from its great strength and clearness it can be seen much better in hazy or foggy weather. Indeed, I cannot speak in too high terms of the great improvement on it since it has been lit with gas, and the great assistance it is to me in this vessel when running for Dublin Bay, since the change from oil to gas, particularly in hazy weather, and I am sure it must be invaluable to all mariners navigating this part of the coast. I can speak in the same high terms of the Wicklow Light, since lit with gas, as I can always see it when coming into Dublin Bay, when formerly it could only be seen occasionally and that only in the clearest weather.

I am, &c.
R. S. Triphook,
Messrs. Edmundson & Co. Commanding "Ulster," R.M.P.

4.

R.M. Steamship "Connaught," Kingstown,
Gentlemen, 24th March 1868.

My opinion is that the Bailey and Wicklow Lights are very superior in brilliancy since they were changed from oil to gas, and I think the gas light seems so much more powerful that the navigation of this dangerous coast will be simplified by the alteration. I should say that the gas light would be more useful than oil for penetrating fogs.

I am, &c.
J. G. Kendall,
Messrs. Edmundson & Co. Commander R.M. Steamship "Connaught."

5.

Gentlemen, Dublin, 20th March 1868.

The Howth Bailey Lighthouse, since it has been fitted with your gas light, has been the admiration of all seamen entering this port. In foggy weather it can be seen when an ordinary lighthouse would not be visible.

I am, &c.
Thos. Reynolds,
Messrs. Edmundson & Co. Master in charge, "St. Columbia," S.S.

6.

Gentlemen, Dublin, March 1868.

In reply to your inquiry I beg to say that in my opinion the new patent gas light at the Howth Bailey Lighthouse is very much more powerful than the old oil lamp which used to be there. I consider the Howth Bailey Light the most brilliant on the coast, and to have an effect in piercing a fog, much greater than an ordinary lighthouse.

John J. Byrne,
Messrs. Edmundson & Co. Commanding "Earl of Carlisle" S.S.

7.

Dublin & Glasgow Steam Packet Co.
Gentlemen, Dublin, 26th March 1868.

In reply to your request wishing to have my opinion of the Bailey Light, since lit with gas, compared to what it was when lit with oil, I am happy to inform you that the difference is *most marked*. It shows a much stronger and more brilliant light, and is seen at a much greater distance than formerly, and what I consider a most important matter to the mariner, it can be seen much sooner in hazy weather. I must add that the change is a most invaluable one to those navigating that part of the coast, as I have for 32 years.

I am, &c.
Messrs. Edmundson & Co. Wm. Stokes.

8.

Kingstown, 21st March 1868.

I BELIEVE the Bailey Light at Howth to be much more observable since it has been lit with gas than it was when lit with oil, and my experience has shown me that in dark and foggy weather its light is far more remarkable.

R. BARNES,
Chief Officer in command of H.M. Cutter "Fanny,"
Tender to "Royal George."

9.

London and North-western Railway Steamboat "Telegraph,"
24th March 1868.

I BEG leave to state that the fixed light on the Howth Bailey is a first class light.

Since the last alteration I have seen it in clear weather half passage across to Holyhead. Both for power and brilliancy it far exceeds any other light on the Channel, and it is also very good for penetrating fogs when the ordinary oil light would not be seen.

I am, &c.
JOHN RAE,
Messrs. J. Edmundson & Co., Capel St., Dublin. Commander Steam Ship "Telegraph."

10.

London, Falmouth, Plymouth, Southampton, Portsmouth
and Waterford, S.S. Office, North Wall, Dublin,
GENTLEMEN, 28th March 1868.

IT gives me very much pleasure to express to you the great improvement I find in the Bailey and Wicklow Head Lights since the introduction of gas in place of oil, as was formerly used. These lights are now visible fully one-third more the distance they were heretofore, and are of great brilliancy.

I am, &c.
R. M. JUDGE,
Messrs. J. Edmundson & Co. Commanding Steam Ship "Avoca."

11.

GENTLEMEN, S.S. "Lady Wodehouse," Dublin, 1st August 1868.

I MOST willingly give you my statement of the Bailey and Wicklow Head Lights. The Bailey is a most brilliant and effective light since lighted by gas, and is consequently seen at a far greater distance, which is the principle they wanted at sea. The Wicklow Head is also a most brilliant and effective light, and is seen at a greater distance than formerly.

Both these lights from their brilliancy are most useful to us coming up the Irish Channel.

I am, &c.
Messrs. Edmundson & Co. F. HIGGINSON.

12.

London, Falmouth, Plymouth, Southampton, Portsmouth
and Waterford, S.S. Office, S.S. "Cymba," North Wall, Dublin,
GENTLEMEN, 30th March 1868.

I HAVE much pleasure in complying with your request that I should give my opinion as to the lighting of the Bailey with gas. I consider that the light now afforded by it is far more brilliant than that which it gave when lighted with oil.

The Wicklow Light is also very much improved since it has been illumined with gas. It can now be seen in almost any weather, which I am sorry to say was not the case when oil was in use in it.

I am, &c.
R. R. PEARCE,
Messrs. Edmundson & Co. Steam Ship "Cymba."

13.

GENTLEMEN, Dublin, 31st March 1868.

THE gas light at the Howth Lighthouse is one of the most powerful I ever saw, and much more so than that which was formerly in use at that lighthouse. There is no question that in fogs its effect is most powerful.

ROBERT G. CALLEN,
Messrs. Edmundson & Co. Master of Screw Steamer, "Standard," of Dublin.

14.

GENTLEMEN, "St. Patrick" Steam Ship.

APPLICATION having been made to me requesting that I should hand you a statement of my opinion about the alterations made some time back in the Bailey Light, I have great pleasure in stating that I find the light to be very much superior to that formerly exhibited; it appears to be much more powerful, clearer and visible a greater distance off, particularly in hazy weather.

Yours, &c.
J. G. JOHN,
Messrs. Edmundson & Co. Commander.

15.

Dublin and Liverpool S. P. Co. Office, 13, Eden Quay,
Gentlemen, Dublin, 3d April 1868.

In reply to your query of yesterday's date respecting the illumination of Howth Bailey Light-house, I beg to say that it is superior to any lights in the three Channels; namely, St. George's, English and Bristol.

I am, &c.
C. M. Hogan,
Messrs. Edmundson & Co. S.S. "Star of Dublin."

16.

Sirs, Kingstown, 21st March 1868.

In compliance with your request to give you my opinion of the Howth Bailey Light since you have furnished it with gas, I beg to inform you that I consider it vastly superior to any other lights I have seen on either the English, Irish, or Scotch coasts. I observe particularly that it lights through haze in a far greater degree than those others with which I have an opportunity of comparing it, and has the advantage of being peculiarly colourless.

Having watched the Bailey every night since the alteration, except when it has been obscured, I have been enabled to form a pretty good opinion of it.

I am, &c.
Robert Willcox, R.N.
Messrs. J. Edmundson & Co., Capel St., Dublin. Superintendent of Pilotage Department.

17.

Gentlemen, Custom House Docks, 24th March 1868.

From many years experience, when in command of the steam yacht "Princess Alexandra" of Dublin, on her trips of inspection of Irish lighthouses, I beg to give my deliberate opinion that there are no lights on the coast at all equal to the Bailey Fixed Light and the Wicklow Head Intermittent. The light in both cases is now I understand from your patent gas, and is, as far as I could judge by the eye, at least six times brighter than formerly, and from the whiteness of these lights in clear weather I consider them invaluable to seamen navigating the Irish Channel, and you deserve the thanks of all ship owners for your invention.

I am, &c.
Edwin J. Hore,
Messrs. J. Edmundson & Co. Dock Master, Custom House Docks, Dublin.

No. 9.

Captain Roberts' Report respecting "Composite" Gas Burner.

Sir, Office of Irish Lights, Dublin, 15th September 1868.

As the subject of using gas in lighthouses has been one to which I have given some attention and applied it successfully at Howth Bailey and Wicklow Head Lighthouses, and having been informed by the patentee, Mr. J. Wigham, that he had taken out a patent for a new burner, called the "composite" gas burner, of much greater power than that hitherto used at the above lighthouses, I deemed it advisable to make the following experiments with it, and herewith beg to append my observations thereon for the information of the Board.

Each experiment was made with gas made from rich shale of about 32 candle illuminating power, burned at a pressure of 2½ inches.

Each light experimented on was placed in the focus of a segment of a first order lens; the lights were fixed in a temporary wooden house erected over Messrs. Edmundson's factory, the house was divided into two separate apartments for each lens; the lights were directed towards the roof of this office, where a platform was erected at the proper level for the purpose of observing them; over this platform were suspended some wooden letters, the face of a chimney stack in the rear of those letters (which formed the word "light") was whitened to receive their shadows, when the experiments were carried out as follows, viz. :—

No.	Time.	Experiment.	Remarks.
1	8.30	Lighted the crocus gas burner, of the same power as the one now in use at Howth Baily lighthouse, in one lens, and an oil lamp which had been lighted for one hour previously in the other lens.	When we arrived on the platform an ordinary 4-wick oil lamp was burning with a good flame, but no shadow was discernible on the white back ground on chimney stack; after about five minutes observation, the Howth Baily burner was lighted in the other lens, when the shadow of the letters was distinctly visible, but faint in outline.
2	8.35	Put out oil lamp, and put Howth Baily gas lamp in its place.	The oil lamp having been extinguished, and the Howth Baily lamp allowed to burn alone, it was observed that the shadows of the letters were still visible, but slightly less defined than before.
3	8.40	Lighted the new composite crocus burner with 6-inch flame, and compared it with the Howth Baily burner.	The new composite crocus burner was then lighted with a 6-inch flame at the other lens, when the shadow of the letters became dark and clearly defined, and our own shadows, which before we had not observed, were thrown strongly on the dark brickwork of the chimney stack.

No.	Time.	Experiments.	Remarks.
4	8.45	Lighted the composite crocus burner with 8-inch flame, and compare with the Howth Baily burner.	The same flame was then increased to 8-in. height when the shadows were still more intensified, and a letter taken from the pocket of one of our party was handed round and read by the light thus transmitted from a distance of rather more than $\frac{4}{10}$ths of a mile, the night being very dark at the time.
5	8.50	Light composite crocus burner 10-inch flame to compare with Howth Baily burner.	In this experiment the flame was raised to 10-in., but with slight increase in power. The Howth Baily burner had all this time been lighted for comparison, and appeared small beside the other, which presented an appearance not unlike the sun rising over the horizon on a clear morning, its effect in illuminating the fog and smoke of the city was very striking, and much greater than any other light.
6	8.55	Put out the Howth Baily burner, and worked thick weather ring at intervals of one minute.	The Howth Baily burner was then extinguished, and it was seen that the shadows of the letters remained to all appearance as dark and distinct as before ; a trial of the application and removing of a ring of additional lights for thick weather with which the burner is furnished was then made, the result was observable in the appearance of the light.
7	9.0	Flashing each light at intervals.	The closing experiments were made by flashing the Baily light at various intervals alternately with the larger burner ; the results before detailed were again observable, but perhaps more remarkably than before. The illumination of the smoke and fog, and the appearance and disappearance of the shadows, testified to the great power of the new light.

In conclusion, I have to remark that from the foregoing experiments it is evident that the new composite burner possesses much more power than the original crocus burner, but as I understand that further experiments are to be made by the firm of Messrs. Edmundson and Co. on this burner, I would defer recommending its adoption for lighthouse purposes.

I am, &c.
(Signed) E. F. Roberts,
Inspector of Lights.

W. Lees, Esq.
&c. &c.

No. 10.

Further Report of Captain Roberts respecting "Composite" Gas Burner.

Sir, Irish Lights Office, Dublin, March 12, 1869.

Referring to my last report on the merits of the new composite gas burner, the invention of Mr. Wigham of the firm of Edmundson and Co., dated 15th September 1868, I beg again to report that in order to give that burner a more practical test than was previously given at the comparatively short distance ($\frac{4}{10}$ths of a mile) at which my last observations were made, I had a temporary shed erected at Howth Baily for the purpose of comparing the new composite burner not only with the crocus burner at present in use at that lighthouse, but also with the first order 4-wicked lamp now generally used by the Trinity Board. In the shed was fixed a segment of a first order dioptric refracting belt, but without any upper or lower prisms, and which was directed to a point at the Lighthouse Stores, North Wall, from which the observations were to be made, and distant about 6½ miles. The upper and lower reflecting prisms of apparatus in lantern were obscured in same direction, in order that the lights exhibited in the shed and in the lantern might be compared on equal terms.

In the experiments made with the oil lamp, I gave special directions that the flame should be maintained at a height of full 4 inches, and the care of the lamp during the experiments to be under the particular charge of the light keepers of the lighthouse, the same persons to have also charge of the ordinary gas flame used in the lighthouse to see that in all experiments it was burned in the usual manner. That flame to be from the crocus burner of the original form which had been in use about 3½ years at the Bailey station, since the first introduction of gas there.

The new composite burner to be compared with the above consists of 47 double jets of gas, arranged in a peculiar manner, so that 47, 37, 27, or only 17 of them can be used at pleasure. An arrangement, I believe, perfectly novel in lighthouse illumination, and which may be found very useful in case of fogs.

The double jet system referred to above has a remarkable effect in increasing the light without materially increasing the consumption of gas.

From my previous reports it will be found that the annual saving from the use of gas in place of oil at Howth Baily is about 50*l.* per annum. From what I have seen of the new composite burner, I do not anticipate a great diminution of this annual saving, because, although when the whole power of the burner is turned on it will consume more gas than the original crocus burner, that is, with the 47 jets, yet these would only be required during fogs or hazy weather, and with 27 jets only the consumption

of gas is about the same as the crocus burner, with a much better flame, therefore I calculate the annual cost would still be considerably less than that of the 4-wicked oil lamp, while the full power of the light (a consideration of the greatest importance in lighthouse illumination) was shown by photometer to be 9 times more powerful than the 1st order oil lamp, and about twice as great as the crocus burner.

On the 15th instant the following experiments were made with this new light in presence of the Committee appointed by the Commissioners and other gentlemen, viz.:

No.	Time.	Experiments.	Remarks.
1	At sunset.	The 4-wick oil lamp lighted in lantern of Bailey lighthouse; top and bottom prisms perfectly covered up in the direction of the observers, and remained covered up till the end of the experiments at 9.5 o'clock.	
2	7.30	Crocus burner lighted in focus of lens in wooden house to compare with the oil lamp.	The difference between these two lights fully corroborated the results of my previous experiments, that the new crocus gas burner was much more powerful than the 1st order oil lamp. The comparison was unmistakeably in favour of the crocus gas flame.
3	8.15	Crocus burner removed, and new composite burner lighted in its place in same house. The composite burner remained lighted till the end of the experiments.	By this experiment the new composite burner was compared with the oil lamp; after about one minute burning, its exceeding brillancy appeared by contrast with the oil lamp to reduce the latter to a very remarkable extent. The appearance of the new light was exceedingly striking.
4	8.30	Oil lamp in lantern extinguished, and original crocus burner lighted in its place.	This experiment enabled us to compare side by side the original crocus burner with the new composite light; the result was decidedly in favour of the latter, the size and power of its light being as much greater than the crocus as that burner was superior to the oil lamp in former experiment, No. 2.
5	8.40	Placed paper shade before each light.	In these experiments, 5, 6, 7, 8, 9, two sheets of tissue paper and three panes of muffled glass were placed between the composite burner and its lens, and but one sheet of paper and three sheets of muffled glass between crocus burner and its lens, when the latter appeared much more obscured than the former.
6	8.45	A second paper shade placed before composite burner.	
7	8.50	A muffed pane placed before each light.	
8	8.55	A second ditto ditto	
9	9·0	A third ditto ditto	
10	9.5	Removed all shades from both lights, and removed covers from prisms of Baily.	By this experiment a comparison was made between the composite burner behind a cylindric refractor only, and the ordinary Baily light with its top and bottom prisms as well as its cylindric refractor in perfect focus. The result was largely in favour of the composite burner.
—	9.15	Composite burner - -	Put out, and experiments terminated.

The following is a memorandum of the photometric experiments made with the composite crocus and oil lamp on the 18th February,—present, several of the Commissioners of Irish Lights. The photometric rod was 36 feet between the lights to be tested.

First test. 4-wicked oil lamp burning with a 4-inch flame and fed with warm oil as in the mechanical lamp system, compared with the original crocus burner in use at Howth Baily; the crocus burner was found 4·4 times more powerful.

2d. Composite burner, 17 jets, compared with same oil flame, and found to exceed it by 3·56.

3d. Composite burner, 27 jets, compared with same oil flame, and found to exceed it by 5·75.

4th. Composite burner, 47 jets, compared with same oil light, and found to exceed it in power 9·11.

Several observations of the above were made both by shadow and disc with the same results.

The manner in which the gas is consumed by the composite burner produces a flame not only more powerful, as I have stated, but also much larger than in the old system. This increase of size of the flame adds much to its heat which is greater than that produced by any of our existing lights, I have therefore given special attention to that part of the subject, fearing possible injury to the dioptric apparatus. In the first place, I wrote to Messrs. Chance, makers of lenticular apparatus, as to the temperature to which their lens could be raised without risk of injury. Their reply to my inquiry is as follows:—

"Glass Works, nr. Birmingham, March 1, 1869.

* * * * * * We have no direct experience as to the maximum temperature attainable without risk inside the dioptric apparatus, but we have every confidence in the enduring qualities of the optical glass, and we should not expect any injury to arise from the utmost heat that a large gas flame could generate.

We should be glad to learn the result of your experiments with gas in large dioptric apparatus, we feel much interest in them.

Yours faithfully,
For Chance Bros. & Co.,
(Signed) "James Kenward."

Capt. Roberts, R.N.

After I had received this reply, wishing to satisfy myself by a practical experiment, I had one of our spare lenses erected in such a manner that it could be brought as close to one of the composite gas lights as might be desired. After the gas had been burned (at full power) for some time at its usual focal distance, I directed the lens to be moved nearer and nearer to the light, making observations of its temperature at the various points of distance, until, at a distance of nine inches from the flame, the thermometer stood at 204°. This I considered a sufficient test as to the endurance of the lens. I then caused the gas burner to be suddenly extinguished when the lens was still at the temperature of 160°, and no injury resulted. I also visited the Baily lighthouse, and had the new burner lighted in the centre of the dioptric apparatus and burned for some time in my presence. The result was so satisfactory that I feel justified in adopting it at that station (subject to the approval of the Board) with instructions to light keepers to use its full power only in the case of thick weather.

I am, &c.

Wm. Lees, Esq. &c. &c.

(Signed) E. F. Roberts, Inspector of Lights.

Upon receipt of these papers the Board of Trade requested Professor Tyndall, F.R.S., to report upon the subject.

Report of Professor Tyndall, F.R.S.

H. 2651. §. 1.

Sir, Royal Institution, June 29, 1869.

I read with attention the Reports and Appendices submitted by the Commissioners of Irish Lights to the Board of Trade regarding the employment of gas for lighthouse purposes as illustrated in the lighthouses of Howth Baily and of Wicklow Head.

With the view of ascertaining by personal inspection the merits of this new system of illumination, I have visited the establishments referred to, and by a series of measurements and observations conducted during several successive days and nights, established the facts, and came to the conclusions embodied in the following report.

With a view of checking the observations I availed myself of the services of Mr. Valentin, the principal assistant in the Royal College of Chemistry, a gentleman of great experience both in the chemistry of gas and in the practice of photometry. On Saturday the 5th of June Mr. Valentin, at my request, executed at Howth Baily a series of experiments in which the illuminating power of the gas flame was compared with that of the most powerful oil lamp employed by the Commissioners of Irish Lights.

This lamp consists of four concentric wicks, which give rise to four concentric cylinders of flame, the interior flames radiating their light through the exterior ones. A greater body of light is thus sent forth than could possibly be obtained from a single wick. Such a four-wick lamp was placed in a dark room, and by means of a Bunsen's photometer 36 feet long was compared with the gaslight now employed at Howth Baily.

The gas burner devised and constructed by Mr. Wigham consists of a series of concentric fish tail jets. The three central rings embrace a group of 28 jets, and this is the light employed under ordinary circumstances at Howth Baily. To this central group can be added in succession four other circles of burners, each embracing 20 jets. Thus the lowest light employed is emitted by 28 jets, the next in power by 48, the next by 68, the next by 88, and the next by 108 jets of gas. It is possible, therefore, to employ lights of five different powers.

The following tabular statement exhibits the results obtained by Mr. Valentin. In all cases the four-wick oil lamp is taken as the unit, and the illuminating power of the gas-flame is expressed in terms of that unit.

Four-wick lamps.	Gas-flame.	Number of jets.
1	$2\frac{1}{2}$	28
1	$4\frac{1}{4}$	48
1	$7\frac{1}{4}$	68
1	$9\frac{3}{4}$	88
1	13	108

The superiority of the gas over the oil-flame is rendered very conspicuous by these experiments. The 28-jet burner possesses $2\frac{1}{2}$ times, the 48-jet burner $4\frac{1}{4}$ times, the 68-jet burner $7\frac{1}{4}$ times, the 88-jet burner $9\frac{3}{4}$ times, and the 108-jet-burner 13 times the illuminating power of the four-wick flame.

On Saturday evening the 5th of June I reached Dublin, and proceeded immediately to the Howth Baily lighthouse. The experimenters who had been employed there during the day had departed, and my arrival was unexpected by the keeper. The 28-jet burner was in action, and the light it emitted appeared to be a very fine one. I caused the keeper to pass to the 48-jet and the 68-jet burners in succession. The ease with which he did so convinced me that complete practical mastery over the apparatus, if not already attained, is certainly attainable.

On Monday the 7th of June I accompanied Capt. Roberts and Mr. Wigham to Howth Baily, and there executed with the same lights the series of measurements which had been carried out by Mr. Valentin on the previous Saturday. With one exception I found his results to be sensibly correct. The exception occurred in the case of the 68-jet burner, which Mr. Valentin made $7\frac{1}{4}$ times, and which I made a little over 6 times the power of the four-wick lamp. The difference was no doubt due to a temporary change in the light of the oil lamp.

It is difficult to make the intensity of a light an object of memory, but it sometimes appeared to me that the oil-flame at Howth Baily did not quite equal in intensity the flame of the four-wick lamp which I have sometimes operated on at the Trinity House. But taking every thing into account I think it may be safely affirmed that the results embodied in the Report submitted by the Irish Light Commissioners to the Board of Trade are not exaggerated.

When the larger burners were employed the powerful rush of the flame into its mica-chimney, and the body of radiant heat emitted, at first startled me. Further investigation satisfied me that all the powers of the burners were perfectly under the control of the keeper.

I could discover no defect in the dioptric apparatus arising from this heat, nor do I anticipate that any damage is likely to arise from it.

§ 2.

I have thus far limited myself to the observations made at the lighthouse. But the atmosphere itself, through which the light has to pass to assist the mariner, is the best photometer. I accordingly arranged with Capt. Roberts and Mr. Wigham a programme of observations from a distant position. The place chosen, which had been previously employed for similar observations, was a point on the North Wall near Dublin, about 6 miles distant from the Howth Baily Lighthouse.

The observations began at 40 minutes past 9 P.M. on the 7th of June. The 28-jet burner, embracing the three central rings, was first compared with the oil-flame. The superiority of the gas was strikingly manifest. The fourth, fifth, sixth, and seventh rings of burners were successively added, an interval of seven minutes being allowed for the observation of each. The oil-flame became relatively more and more eclipsed, and, when the full energy of the gas was invoked, its light would, in common language, be pronounced incomparably more powerful than that of the oil.

And in fact this language would be scientifically correct as applied to one of the experiments, in which two layers of calico, the one oiled and the other not, together with a sheet of muffled glass, were placed in front of the two lights. This arrangement roughly represents a fog. The oil-light was completely extinguished, while the gas continued to be distinctly visible. The full power of the gas-burner was here employed, 108 jets being ignited.

No doubt could rest upon the mind that, at the point of observation chosen, the gas flame from first to last was superior to the oil flame, being with the higher powers of the gas burner *exceedingly superior*. I did not, however, think it safe to limit myself to this particular point of observation; and to meet my wishes Capt. Roberts was good enough to engage a steamer, which enabled me to proceed down the river, and to pass across it from side to side between the North Wall and the South Wall, thus varying the point of observation. It soon became manifest that the oil-flame at Howth Baily varied in intensity with our position, and that the direction of *minimum* intensity corresponded almost exactly with that in which our observations had been made on the previous evening from the North Wall.

No safe conclusion therefore could be drawn from the observations made on the evening of the 7th, for it was manifest that some cause existed which prevented the oil-lamp from displaying its full power in the direction of the North Wall, thus giving the gas a relative superiority which in reality it did not possess.

It is to be borne in mind that the oil-lamp in these experiments was placed in the first order dioptric apparatus of the lighthouse, the apparatus being as usual surrounded by its glazed lantern. The gas flame, on the contrary, was placed in a temporary hut at

some distance below the lantern. A refracting panel, similar in all respects to those of the dioptric apparatus, was placed at the proper distance in front of the gas-flame, and, to make the conditions alike, the upper and lower reflecting prisms of the apparatus were shut off. It was therefore the lights transmitted through the two lenticular belts that were compared together.

In company with Capt. Roberts I again visited Howth Baily on Wednesday the 9th. We were preceded by Capt. Hawes and Mr. Wigham, who were instructed to examine with all care whether any obstruction was offered by the lantern to the passage of the light towards our station on the North Wall. *It was soon found that one of the vertical sashes of the lantern was directly interposed between the light and our point of observation, and that to this obstruction the enormous apparent superiority of the gas-flame over the oil, manifested on the evening of the 7th, was to be ascribed.* A very obvious inadvertence, I may add, led Capt. Roberts to the choice of the North Wall as a station.

Another line of observation had, therefore, to be chosen, and that between Howth Baily and Poolbeg Lighthouse appeared free from objection. The refracting panel placed in front of the gas-flame was shifted to suit this new line, Capt. Roberts, Mr. Wigham, and myself returned to Dublin, and steamed from the North Wall to Poolbeg. Capt. Hawes remained at Howth Baily to see that the oil-flame was maintained at its maximum brilliancy. In short every precaution was taken to show the oil-lamp fair play.

The oil-lamp was lighted at sunset, and when observed from Poolbeg a little after 9 P.M. it showed a very brilliant light. At 9.40 the 28-jet gas burner was ignited, when the wisdom of our previous scrutiny became at once manifest. *From the new station it was impossible to say which of the lights was best.* Capt. Roberts, Mr. Wigham, and myself, were unanimous upon this point.

At 9.50 an oiled calico screen was placed in front of each light; the gas flame had slightly the advantage over the oil in penetrative power. The same feeble superiority was manifested when an additional screen of dry calico and a sheet of muffled glass were added to the first.

At 10 P.M. we passed from the 28-jet to the 68-jet burner. The decided superiority of the gas-flame was immediately apparent; it exhibited a very brilliant globe of light.

At 10–10 the 6th and 7th rings of the burner were added, 108 jets being now employed; the light was truly splendid; the-oil-flame, which, when burning alone, shone brilliantly, appeared to shrink and pale before the flame of the 108-jet burner.*

§. 3.

There is a manifest discrepancy between the measurements with Bunsen's photometer and the observations from Poolbeg. The former assign to the 28-jet gas-flame $2\frac{1}{2}$ times the illuminating power of the oil-flame, while, to an eye placed at Poolbeg, the lights appear equally intense.

The discrepancy may be in part due to the better draught, and consequent brisker combustion of the oil in the lantern of the dioptric apparatus; or it may be due to a portion of the gas-flame being out of focus. Indeed Mr. Wigham has since found that the focusing of the gas-flame was imperfect. The 28-jet burner consumes 50 cubic feet of gas per hour. Captain Roberts and Mr. Wigham have found by photometric measurement that a consumption of 33 feet per hour produces a light fully equal to that of the 4-wick lamp, and that this light, when properly placed within the dioptric apparatus, maintains its equality from all points of observation. I have no reason to doubt, but very strong reason to accept as correct, this result, which has been recently communicated to me by Mr. Wigham.

§ 4.

The coal employed for the manufacture of the Howth Baily gas is a Scotch cannel, called Stockwell cannel. It is delivered at Howth at a cost of 35*s.* a ton. It yields an exceedingly rich gas. A fish-tail flame of London gas is equivalent to 12 sperm candles, while the flame of the Howth Baily gas is equivalent to 38 such candles. The retorts containing the cannel are heated with Ayrshire coal, which is delivered at Howth at 22*s.* a ton, and with the coke of previous charges. Thus an 8 stone charge of cannel

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* Since my return to London Captain Roberts, at my request, placed the gas flame in the dioptric apparatus and the oil flame in the hut below. From the North Wall the oil flame was brightest; thus affording additional evidence, if such were needed, as to the influence of the obstruction offered by the sash of the lantern.

coal is distilled off at an expense of 10 stones of Ayrshire coal, together with the coke left by a previous 8 stone charge of cannel. This proportion between the cannel distilled and the fuel employed in distilling it is quite exceptional. With further practice a less amount of fuel will probably be found sufficient.

From data collected for me with all possible care by Mr. Valentin, I infer that 10,000 cubic feet of 38 candle gas are manufactured at a cost for raw material alone of 3*l.* 2*s.* 7½*d.* Taking the expenses of purification, labour, and renewal of retorts and furnaces at 50 per per cent. additional, which, according to my data, is a close approximation to the truth, the total cost of the production of 10,000 cubic feet of Howth Baily gas is, in round numbers, 5*l.*, or 10*s.* per 1,000 cubic feet.

Assuming the number of hours of illumination in a year to be 3,780, the first power of Mr. Wigham's burner, which consumes 50 cubic feet per hour, would require, per annum, 189,000 cubic feet of gas, which, at a cost of 10*s.* per 1,000 cubic feet, would amount to - - - - - - - £94·5

The second power of the burner which consumes 105 cubic feet per hour, would consume annually 396,900 cubic feet of gas, at a cost of - - - £198·45

The third power, which consumes 148 cubic feet per hour, would consume in a year 559,440 cubic feet, at a cost of - - - - - £279·7

These sums do not include the interest on the original outlay. Taking that outlay at 800*l.*, and allowing 4 per cent. interest, 32*l.* will have to be added to each of the foregoing sums. This would make the annual cost of the respective burners :—

	£
Power I. - -	126·5
Power II. - -	230·0
Power III. - -	311·0

It is the first of these powers—the "standing order burner"—that ought to be compared with the oil lamp. Taking the annual consumption of oil at 800 gallons, and the price 3*s.* 10½*d.* per gallon, being the average of all the prices paid at Howth Baily during the last five years, the cost of the four-wick lamp for oil alone would be 155*l.* Adding to this 13*l.* for wicks, cylinders, and burners,* we have the total annual cost of the four-wick lamp, 168*l.* A clear annual saving of 41*l.* 5*s.* therefore accrues from the employment of the gas.

Assuming the result communicated to me by Mr. Wigham to be correct, that a consumption of 33 feet per hour yields a light equal to that of the four-wick lamp, an additional annual saving of 32·13*l.* would be effected by the employment of this lower power; making a total saving of 73·63*l.* In fact, with this low power, which Mr. Wigham proposes to call "the equality burner," the annual expenditure would be 94·37*l.* as contrasted with 168*l.* for the four-wick lamp.

As already stated, the data on which this conclusion is founded are the best I could obtain. Relying on the figures as to expenditure furnished in Dublin, I think the result may be regarded as a close approximation to the truth.

But besides the advantage of greater cheapness, the great increase of illuminating power which the employment of gas places at the disposal of the keeper on foggy nights is a consideration of the very highest importance. This power is not drawn upon until it is needed, and it is then evoked in a moment of time. In connexion with this point, I would strongly recommend the continued comparison of the oil-flame with the higher powers of the composite burners in foggy weather. Such observations would yield results of far greater practical value and significance than those obtained with an ordinary photometer.

Whether gas can be profitably applied in any particular lighthouse or not, must depend upon the locality. In Rock lighthouses it would be out of the question. But there are doubtless various important points upon our coasts where its introduction would not be difficult. I do not think that either the manufacture of the gas, or the construction of the burner has, at present, reached its maximum perfection, and, with a view of attaining this perfection and of extending the basis of our induction, I would venture to recommend to the Board the further encouragement of this system of illumination *in Ireland.*

§ 5.

The observations and remarks regarding the Howth Baily light have been permitted to follow each other without interruption; I however snatched a day, the 8th of June,

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* See page 6.

from them to visit the lighthouse at Wicklow Head. The light here is also produced from gas. It is an intermittent light, being rendered so by a machine which cuts off at intervals the main supply, leaving open a byeway which is barely sufficient to keep the tips of the flames alight. The apparatus when wound up is self-acting, and it appears to do its work admirably. The intervals of darkness are of 3 seconds, during which there is no waste of light, and the luminous intervals of 10 seconds duration. The light is cut off with exceeding promptness, the dark intervals being sharply separated from the light ones.

Throughout the observations, both at Howth Baily and at Wicklow Head, I was much struck with the perfect mastery of the keepers over the apparatus entrusted to them.

Nor can I omit to mention the promptness and the skill with which I was seconded by both Capt. Roberts and Mr. Wigham. My suggestions were attended to, my requests complied with, and my instructions carried out with fidelity and cheerful despatch. To both these gentlemen I feel personally indebted, as also to the Commissioners of Irish Lights for their courteous interpretation of my wishes regarding the mode of observation.

I have, &c.

T. H. Farrer, Esq.,
Secretary to the Board of Trade.

(Signed) JOHN TYNDALL.

LONDON:
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LIVERPOOL LOCAL MARINE BOARD.

RETURN to an Order of the Honourable The House of Commons, dated 10 June 1869;—*for*,

COPIES "of the CORRESPONDENCE between the BOARD of TRADE and the LOCAL MARINE BOARD of *Liverpool* which has led to the Resignation of the latter:"

"And, of any subsequent CORRESPONDENCE or INSTRUCTIONS to the OFFICIALS bearing on the subject."

Board of Trade, June 1869.

T. H. FARRER.

(*Mr. Graves.*)

Ordered, by The House of Commons, *to be Printed*, 14 *June* 1869.

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COPIES of the CORRESPONDENCE between the BOARD of TRADE and the LOCAL MARINE BOARD of *Liverpool* which has led to the Resignation of the latter; and, of any subsequent CORRESPONDENCE or INSTRUCTIONS to the OFFICIALS bearing on the subject.

— No. 1. —

EXTRACTS from "PAPER, No. 1," issued in 1850, "On the APPOINTMENT of EXAMINERS and PLAN of EXAMINATION."

Par. 1. "IT is considered most desirable, for the purpose of keeping up the character of the examination, *that one member at least of the local board of the place should, if possible, be present during its continuance, and a remuneration of 1 l. per diem will be allowed to him for so doing.*"

Par. 2. "The candidates are to be placed apart from each other in the presence of the Examiner, *and, whenever possible, of one or more members of the local board*, and are to work out their answers to the questions on clean sheets of paper, all of which, when completed, are to be signed with their names and handed in to the Examiner."

Par. 3. "The examinations in seamanship are to be *vivâ voce*, embracing the subjects mentioned below, and are, *when possible, to be conducted in the presence of a member of the local board*, as mentioned above."

Par. 4. "Testimonials of sobriety, experience, ability, and general good conduct on shipboard, should be examined, if possible, *by, or before the member of the local board, if any*, WHO IS PRESENT, and, if they are satisfactory, should be signed by one of the Examiners."

— No. 2. —

Board of Trade to Liverpool Local Marine Board.

Sir, Board of Trade, Whitehall, 29 May 1852.

I AM directed by the Lords of the Committee of Privy Council for Trade to state that my Lords' attention has been recently called to that part of the Paper, No. 1, issued upon the first establishment of the Local Marine Boards, in which it was stated to be most desirable, for the purpose of keeping up the character of the examinations, that one member of the Board should, if possible, be present during its continuance, and that a remuneration of 1 *l.* per diem should be allowed him for so doing. At the time when that proposal was made it was supposed, as will be seen from the same paper, that the examinations would not be so frequent, or occupy so many days, as now turns out to be the case, and that there would, therefore, on the one hand, be no difficulty in finding members of the Board who could attend, and that, on the other, the amount of the fees would not be larger than could be reasonably afforded for the purpose. As, however, the days of examination are now in many places very numerous, and the fees in question, if paid accordingly would, in the whole, amount to a large sum, my Lords think it right to make a new arrangement, founded on the altered circumstances of the case, and on the amount of business at each port.

They propose that, after the month of June, a fixed amount of 104 *l.* should be appropriated annually for this purpose at the port of Liverpool, to be in addition to the sums already allowed for salaries and expenses, and to be appropriated in such manner as the Local Marine Board may think fit, to those members who attend. It is not expected that those members should be present every day during the whole time of examination, but that they should give their attendance for such periods and on such occasions as may enable them to see what is going on, and generally to keep up the character of the proceedings.

My Lords are aware that the members of the Board have hitherto declined taking the fees in question, but, as the arrangement above referred to is general, they think it right to propose it for their adoption, should they think it desirable to adopt it.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary, Local Marine Board,
Liverpool.

— No. 3. —

(8360.)

Liverpool Local Marine Board to Board of Trade.

Local Marine Board, Sailors' Home, Liverpool,
22 October 1853.

Sir,

I AM directed by the Local Marine Board of this port to state, that at their last meeting it having been ascertained that but three or four of the members will be candidates for re-election, they took a revision of their past proceedings, anxious lest they should prejudice their successors; and it appeared to them that it was not desirable that they should place the members of the Liverpool Local Board in a different position to those of London, with respect to the subject specially referred to in your letter, dated the 29th of May 1852.*

* See *ante*, No. 2.

I was therefore directed to apply to my Lords for the allowance to which my Lords consider them entitled under the arrangements contained in Notice of Examination, No. 1, and by the letter before alluded to.

I am to add, that the members present were unanimous in their intention to present the sum to which my Lords consider them entitled to the Sailors' Home; but, by so doing, not to interfere with their successors, and those not present, in their right to act by their portion of the sum allotted in any manner they shall think fit.

I am also directed to call the attention of my Lords to the reference to the remuneration of the stipendiary magistrate in your letter, dated 24th January 1851, that "the remuneration of the stipendiary magistrate was a matter which my Lords were prepared to take into consideration;" and as of late the local board have had occasion to call in the aid of a legal adviser, in the absence of the stipendiary magistrate, the subject of remuneration must necessarily demand the attention of my Lords.

I am, &c.
(signed) *John Thomas Towson,*
Secretary.

The Secretary, Naval Department,
Board of Trade, London.

— No. 4. —

(8360.)

Board of Trade to Liverpool Local Marine Board.

Board of Trade, Whitehall,
21 November 1853.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 22nd ult.,† and to acquaint you, for the information of the Liverpool Local Marine Board, that in conforming with the intention of my Lords, as expressed in my letter to you of the 29th May 1852,‡ they have authorised the shipping master of your port to pay to you the sum of 104 *l.*, to be apportioned to such members of the Board as may be entitled to remuneration for their attendance at the examination, whose receipt for the proportion paid to them will be required by the Audit Commissioners, and is therefore to be given to the shipping master.

† See *ante*, No. 3.

‡ See *ante*, No. 2.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary, Local Marine Board,
Liverpool.

— No. 5. —

(8360.)

Board of Trade to Shipping Master, Liverpool.

Board of Trade, Whitehall,
21 November 1853.

Sir,

I AM directed by the Board of Trade to request that you will pay to the Secretary of the Liverpool Local Marine Board the sum of 104 *l.*, to be apportioned to such members of the Board as may be entitled to remuneration for their attendance at examinations, and that you will obtain the receipts of each member to whom payment is made, and charge the amount in schedule 9 of your account current, attaching thereto the receipts or vouchers.

I am, &c.
(signed) *T. H. Farrer.*

The Shipping Master, Liverpool.

— No. 6. —

(No. 6415.)

Liverpool Local Marine Board to Board of Trade.

Local Marine Board, Sailors' Home, Liverpool,
19 December 1854.

Sir,

I AM directed by the Local Marine Board of this port to request my Lords to direct the shipping master of this port to pay to the members of this local board the sum of 104 *l.*, for attendance to the examination from the 25th October 1853 to the 25th October 1854, in compliance with the regulation made by my Lords, and communicated to this local board in your letter of the 29th of May 1852.* * See *ante*, No. 2.

I am, &c.
(signed) *John Thomas Towson,*
Secretary.

The Secretary, Naval Department,
Board of Trade.

— No. 7. —

(No. 6415.)

Board of Trade to Liverpool Local Marine Board.

Board of Trade, Whitehall,
22 December 1854.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 19th instant,† relative to the payment of the fees to the members of the Local Marine Board, for their attendance at examinations, and, in reply, to acquaint you that my Lords have authorised the shipping master at your port to pay you the sum of 104 *l.*, to be apportioned to such members of the Board as may be entitled to remuneration, whose receipts for the proportion paid to them will be required by the Audit Commissioners, and should be given to the shipping master. † See *ante*, No. 6.

The several receipts should also state the period for which the gratuity is paid.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary, Local Marine Board,
Liverpool.

— No. 8. —

(No. 6415.)

Board of Trade to Shipping Master, Liverpool.

Board of Trade, Whitehall,
22 December 1854.

Sir,

I AM directed by the Board of Trade to request you will pay the Secretary of the Local Marine Board at Liverpool the sum of 104 *l.*, to be apportioned to such members of the Board as may be entitled to remuneration for their attendance at examinations, and charge the same under schedule 9 in your account current, to which their receipts must also be attached for the respective payments.

The period for which the above remuneration is paid should also be stated in the schedule.

I am, &c.
(signed) *T. H. Farrer.*

The Shipping Master,
Local Marine Board, Liverpool.

— No. 9. —

(No. 4700.)

Liverpool Local Marine Board to Board of Trade.

Local Marine Board, Sailors' Home,
Liverpool, 1 May 1856.

Sir,

I AM directed by the Local Marine Board of this port to request the Lords of the Committee of Privy Council for Trade to direct the shipping master of this port to pay to the members of this Local Board the sum of 156 *l.* for attendance to the examinations from the 25th of October 1854 to the 25th of April 1856, in compliance with the regulation made by my Lords, and communicated to this Local Board in your letter of the 29th of May 1852.

I am, &c.
(signed) *John Thomas Towson,*
Secretary.

The Secretary,
Marine Department, Board of Trade.

N.B.—Authority to pay the above amount was sent to the shipping master at Liverpool on the 3rd May 1856.

— No. 10. —

(M. 1973.)

Board of Trade to Liverpool Local Marine Board.

Board of Trade, Whitehall,
21 February 1868.

Sir,

I AM directed by the Board of Trade to state that they would be obliged to the Local Marine Board if they would have the goodness to cause them to be furnished with the following information: viz., on what days during the year 1867, examinations of masters and mates were held at the port of Liverpool for certificates of competency, under "The Merchant Shipping Act, 1854;" how long each examination lasted, as far as can be ascertained; and the name of the member or members of the Local Marine Board (if any) who were present during the whole or any part of it?

A copy of a similar return, received from the Examiners of Engineers (when examinations have been held), is enclosed.

I am, &c.
(signed) *Thomas Gray.*

Enclosure in No. 10.

EXAMINATIONS OF ENGINEERS.

Date of Examination, 1867.	Length of Examination in Hours.	Name of Member of Local Marine Board	
		Who was present during the Whole Examination.	Who was present during any Part of the Examination.
3 January 10 „ 24 „ 31 „ 7 February 14 „ 21 „ 28 „ 7 March 21 „ 4 April 11 „ 18 „ 25 „ 9 May 16 „ 13 June 20 „ 1 August 15 „ 29 „ 12 September 19 „ 26 „ 10 October 24 „ 7 November 21 „ 5 December 26 „	The Arithmetical Questions on all occasions occupied five hours, and the "*vivâ voce*" examination occupied from a half to three-quarters of an hour.	On no occasion has any member of the Local Marine Board been present.	

4 February 1868. (signed) *W. C. Taylor.*

EXAMINATIONS OF ENGINEERS.

23 May 6 June 27 „ 11 July 18 „ 25 „ 8 August 22 „ 5 September 3 October 17 „ 31 „ 14 November 28 „ 12 December	The Arithmetical Questions on all occasions occupied five hours, and the "*vivâ voce*" examination occupied from a half to three-quarters of an hour.	On no occasion has any member of the Local Marine Board been present.	

Liverpool, 4 February 1868. (signed) *Alexander Elder.*

Alternately with Mr. W. C. Taylor; on Thursdays until March 31st.	Usually five and a-half hours on Tuesdays, and four hours on Fridays.	No member of Local Marine Board ever was present.	

30 January 1868. (signed) *H. D. Grey.*

— No. 11. —

(M. 2760.)

Liverpool Local Marine Board to Board of Trade.

Local Marine Board, Sailors' Home,
Liverpool, 5 March 1868.

Sir,

I AM directed by the Local Marine Board of this port to acknowledge the receipt of your letter of the 21st ultimo,* and, in reply, to transmit a statement of the daily duties of the Examiners at this port (paper A. attached), and in explanation, to state that the arrangement carried out permits of both the examinations

* See *ante*, No. 10.

examinations in navigation and seamanship being conducted simultaneously. The second and only mates are examined in both navigation and seamanship in the same day; thus finding full employment for the Examiner in seamanship on the day on which the candidates are being examined in navigation. The masters and mates are examined in seamanship on the same day the examination in chart, sextant, and tides is conducted.

The masters and first mates are allowed five hours for their examination in navigation; only mates four hours, and second mates three hours. On these days the Examiners are engaged another hour in attending to the copying, and in examining the papers. There is no limited time for the passing in seamanship, or in the sextant, chart, &c.; but on the average it is found that the examination in seamanship occupies 45 minutes, and in the chart, sextant, &c., 20 minutes.

The members of the Board do not attend the examinations; but on Thursdays, the Board day, they examine the testimonials of candidates for examination as masters and mates; also for engineers, in cases where the Examiners have doubts. They also attend the investigation of charges made under the 241st section of the Merchant Shipping Act. (For details, *see* Paper B.)

I am, &c.

The Assistant Secretary,
Marine Department, Board of Trade.

(signed) *John T. Towson,*
Secretary.

Enclosure 1, in No. 11.

(A.)—STATEMENT of the DAILY DUTIES of the Examiners at the *Port* of *Liverpool.*

——	Examiners in Navigation.	Examiners in Seamanship.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.
Monday -	Navigation - - -	2nd and only mates -	–	–	–	1st	–	–	1st	–	2nd	–	–
Tuesday -	Sextant, charts and tides	1st mates and masters -	1st	–	–	2nd	–	–	2nd	–	3rd	1st	–
Wednesday	Examining and dispatching testimonials and other papers, and preparing questions for examinations.	Posting up records and registering examinations.	2nd	–	–	3rd	1st	–	3rd	–	4th	2nd	–
Thursday -	Sextant, charts and tides	1st mates and masters -	3rd	–	–	4th	2nd	–	4th	1st	5th	3rd	–
Friday -	Navigation - - -	2nd and only mates -	4th	1st	1st	5th	3rd	–	5th	2nd	6th	4th	1st
Saturday -	Examining and dispatching, &c. (as Wednesday).	Posting up records, &c.	5th	2nd	2nd	6th	4th	1st	6th	3rd	7th	5th	2n
Monday -	Navigation - -	2nd and only mates -	7th	4th	4th	8th	6th	3rd	8th	5th	9th	7th	4t
Tuesday -	Sextant, charts and tides	1st mates and masters -	8th	5th	5th	9th	7th	4th	9th	6th	10th	8th	5t
Wednesday	Examining and dispatching, &c.	Posting up records, &c.	9th	6th	6th	10th	8th	5th	10th	7th	11th	9th	6t
Thursday -	Sextant, charts and tides	1st mates and masters -	10th	7th	7th	11th	9th	6th	11th	8th	12th	10th	7t
Friday -	Navigation - - -	2nd and only mates -	11th	8th	8th	12th	10th	7th	12th	9th	13th	11th	8t
Saturday -	Examining and dispatching, &c.	Posting up records, &c.	12th	9th	9th	13th	11th	8th	13th	10th	14th	12th	9t
Monday -	Navigation - - -	2nd and only mates -	14th	11th	11th	15th	13th	10th	15th	12th	16th	14th	11t
Tuesday -	Sextant, charts and tides	1st mates and masters -	15th	12th	12th	16th	14th	11th	16th	13th	17th	15th	12t
Wednesday	Examining and dispatching, &c.	Posting up records, &c.	16th	13th	13th	17th	15th	12th	17th	14th	18th	16th	13t
Thursday -	Sextant, charts and tides	1st mates and masters -	17th	14th	14th	*	16th	13th	18th	15th	19th	17th	14t
Friday -	Navigation - - -	2nd and only mates -	18th	15th	15th	–	17th	14th	19th	16th	20th	18th	15t
Saturday -	Examining and dispatching, &c.	Posting up records, &c.	19th	16th	16th	–	18th	15th	20th	17th	21st	19th	16t
Monday -	Navigation - - -	2nd and only mates -	21st	18th	18th	22nd	20th	17th	22nd	19th	23rd	21st	18t
Tuesday -	Sextant, charts and tides	1st mates and masters -	22nd	19th	19th	23rd	21st	18th	23rd	20th	24th	22nd	19t
Wednesday	Examining and dispatching, &c.	Posting up records, &c.	23rd	20th	20th	24th	22nd	19th	24th	21st	25th	23rd	20t
Thursday -	Sextant, charts and tides	1st mates and masters -	24th	21st	21st	25th	23rd	20th	25th	22nd	26th	24th	21s
Friday -	Navigation - - -	2nd and only mates -	25th	22nd	22nd	26th	24th	21st	26th	23rd	27th	25th	22n
Saturday -	Examining and dispatching, &c.	Posting up records, &c.	26th	23rd	23rd	27th	25th	22nd	27th	24th	28th	26th	23r
Monday -	Navigation - - -	2nd and only mates -	28th	25th	25th	29th	27th	24th	29th	26th	30th	28th	25t
Tuesday -	Sextant, charts and tides	1st mates and masters -	29th	26th	26th	30th	28th	25th	30th	27th	–	29th	26t
Wednesday	Examining and dispatching, &c.	Posting up records, &c.	30th	27th	27th	–	29th	26th	31st	28th	–	30th	27t
Thursday -	Sextant, charts and tides	1st mates and masters -	31st	28th	28th	–	30th	27th	–	29th	–	31st	28t
Friday -	Navigation - - -	2nd and only mates -	–	–	29th	–	31st	28th	–	30th	–	–	29t
Saturday -	Examining and dispatching, &c.	Posting up records, &c.	–	–	30th	–	–	29th	–	31st	–	–	30t

* Only one Examination in Christmas and Good Friday weeks.

Enclosure 2, in No. 11.

(B.)

1867:	
3 January -	Messrs. Smith, Friend, Green, Shallcross, Ward, and Nicholson.
10 „ -	Messrs. Smith, Friend, Green, Lockett, and Ward.
12 „ -	Messrs. Smith, Green, Lockett, Nicholson, Shallcross, and Ward.
17 „ -	Messrs. Smith, Friend, Green, Nicholson, and Ward.
24 „ -	Messrs. Smith, Boyd, Friend, Green, Lockett, Macintyre, Nicholson, Shallcross, and Ward.
31 „ -	Messrs. Smith, Raffles, Boyd, Friend, Green, Lockett, Macintyre, Nicholson, and Shallcross.
7 February -	Messrs. Lockett, Boyd, Friend, Green, Macintyre, Nicholson, and Ward.
14 „ -	Messrs. Nicholson, Boyd, Green, Shallcross, Lockett, and Ward.
21 „ -	Messrs. Lockett, Boyd, Green, and Macintyre.
28 „ -	Messrs. Shallcross, Friend, Green, Macintyre, and Nicholson.
7 March -	Messrs. Smith, Friend, Green, Macintyre, and Ward.
14 „ - -	Messrs. Nicholson, Boyd, Green, Lockett, Moss, and Macintyre.
21 „ - -	Messrs. Nicholson, Green, Lockett, Macintyre, and Ward.
28 „ - -	Messrs. Smith, Friend, Lockett, Macintyre, Moss, Nicholson, and Ward.
4 April - -	Messrs. Lockett, Friend, Green, Macintyre, Nicholson, and Ward.
9 „ - -	Messrs. Friend, Raffles, Boyd, Green, Macintyre, Moss, and Ward.
10 „ - -	Messrs. Friend, Raffles, Boyd, Green, and Macintyre.
11 „ - -	Messrs. Nicholson, Green, Lockett, Macintyre, and Shallcross.
12 „ - -	Messrs. Moss, Raffles, and Ward.
18 „ - -	Messrs. Moss, Friend, Green, Macintyre, Ward, and Nicholson.
25 „ - -	Messrs. Smith, Friend, Green, Lockett, Nicholson, Macintyre, Shallcross, and Ward.
26 „ - -	Messrs. Friend, Raffles, Boyd, Green, and Ward.
27 „ - -	Messrs. Macintyre, Raffles, Lockett, Nicholson, and Ward.
29 „ - -	Messrs. Friend, Raffles, Boyd, Green, and Ward.
2 May - -	Messrs. Lockett, Friend, Green, Nicholson, and Shallcross.
9 „ - -	Messrs. Ward, Raffles, Boyd, and Green.
9 „ - -	Messrs. Lockett, Macintyre, and Ward.
9 „ - -	Messrs. Friend, Boyd, and Green.
14 „ - -	Messrs. Ward, Raffles, Boyd, and Green.
16 „ - -	Messrs. Smith, Green, Lockett, Macintyre, Nicholson, Shallcross, and Ward.
23 „ - -	Messrs. Nicholson, Green, Lockett, Ward, and Macintyre.
30 „ - -	Messrs. Lockett, Friend, Macintyre, Shallcross, and Ward.
6 June - -	Messrs. Nicholson, Friend, Green, Lockett, and Macintyre.
13 „ - -	Messrs. Lockett, Friend, Macintyre, and Ward.
20 „ - -	Messrs. Smith, Friend, Green, Lockett, and Macintyre.
27 „ - -	Messrs. Lockett, Friend, Green, Macintyre, and Nicholson.
4 July - -	Messrs. Smith, Green, Lockett, Macintyre, Nicholson, and Ward.
11 „ - -	Messrs. Smith, Friend, Green, Lockett, Macintyre, Nicholson, and Ward.
18 „ - -	Messrs. Smith, Lockett, Macintyre, and Nicholson.
25 „ - -	Messrs. Smith, Green, Lockett, Macintyre, Nicholson, Shallcross, and Ward.
1 August - -	Messrs. Lockett, Green, Macintyre, and Nicholson.
8 „ - -	Messrs. Lockett, Friend, Green, Macintyre, Nicholson, and Ward.
15 „ - -	Messrs. Smith, Friend, Green, Lockett, Macintyre, and Ward.
22 „ - -	Messrs. Smith, Friend, Lockett, Nicholson, and Ward.
23 „ - -	Messrs. Smith, Friend, Lockett, and Nicholson.
29 „ - -	Messrs. Smith, Green, Lockett, Macintyre, Nicholson, and Ward.
5 September -	Messrs. Lockett, Macintyre, and Ward.
12 „ -	Messrs. Lockett and Macintyre.
19 „ -	Messrs. Macintyre, Boyd, Green, and Ward.
26 „ -	Messrs. Smith, Friend, Green, and Macintyre.
3 October -	Messrs. Smith, Friend, and Ward.
10 „ -	Messrs. Friend, Green, Lockett, Nicholson, Shallcross, and Ward.
17 „ -	Messrs. Lockett, Green, and Shallcross.

1867:	
24 October -	Messrs. Smith, Green, Lockett, Macintyre, and Shallcross.
31 „ -	Messrs. Smith, Green, Macintyre, and Ward.
31 „ -	Messrs. Macintyre, Raffles, Friend, and Green.
7 November -	Messrs. Smith, Friend, Green, Macintyre, and Nicholson.
8 „ -	Messrs. Smith, Raffles, Friend, Green, Shallcross, and Ward.
14 „ -	Messrs. Smith, Friend, Green, Macintyre, Nicholson, Shallcross, and Ward.
21 „ -	Messrs. Smith, Boyd, Green, Macintyre, and Ward.
28 „ -	Messrs. Smith, Friend, Green, Lockett, Nicholson, Shallcross, Ward, and Macintyre.
5 December -	Messrs. Lockett, Green, Macintyre, Nicholson, Shallcross, and Ward.
12 „ -	Messrs. Ward, Boyd, Green, Lockett, Macintyre, and Nicholson.
19 „ -	Messrs. Smith, Boyd, Friend, Green, Lockett, Macintyre, Nicholson, Shallcross, and Ward.
26 „ -	Messrs. Smith, Friend, Green, Lockett, Macintyre, and Nicholson.

— No. 12. —

(M. 769.)

Circular to all Local Marine Boards.

Board of Trade, Whitehall,
27 March 1869.

Sir,

I am directed by the Board of Trade to request you to inform the Local Marine Board at your Port that this Board intend that for the future the payments to members for their attendance at examinations of masters, mates, and engineers shall be made quarterly instead of yearly, as heretofore.

This arrangement will be taken as commencing from the 1st of January last, and the payments for the first quarter of the year will be due on the 31st inst.

I am to request that at the end of each quarter you will be good enough to forward to this Board a statement showing the name of the member (if any) who attended each examination during the quarter, whether of masters, mates, or engineers, and the Board of Trade will then direct the Superintendent of the Mercantile Marine Office to pay over to you the total sum due for the quarter.

The Board of Trade desire me to state that they regard, and always have regarded, the mere signing of the examination form (late F F) by a member of the Local Marine Board as of very little value in itself. What the Board of Trade especially desire is that some member of the Board should be present at as much as possible of the *vivâ voce* examination of the candidates. The Board of Trade think that the presence of an influential gentleman, a member of the Local Marine Board, on these occasions, is of importance.

I am, &c.

The Secretary, Local Marine Board. (signed) *Thomas Gray.*

— No. 13. —

(M. 192.)

Board of Trade to Liverpool Local Marine Board.

Board of Trade, Whitehall,
18 January 1869.

Sir,

I am directed by the Board of Trade to request that you will move the Local Marine Board to cause this Board to be furnished, at their earliest possible convenience, with a return showing the attendance of members of the Local Board at the examinations held during the year 1868.

I am, &c.

The Secretary, Local Marine Board, Liverpool. (signed) *Thomas Gray.*

— No. 14. —

(M. 808.)

Liverpool Local Marine Board to Board of Trade.

Local Marine Board, Sailors' Home,
Liverpool, 22 January 1869.

Sir,

I AM directed by the Local Marine Board of this port to acknowledge the receipt of your letter of the 18th instant,* and in reply to state that since June 1862, no member of the Local Marine Board has attended the examination of masters and mates.

*See *ante*, No. 13.

It was found that calling at the examination-room, and signing the examination 14, was a mere matter of form without any practical value; therefore, with the sanction of the Board of Trade, the 104 *l.* has been paid to the members in proportion to their attendance at Board meetings.

At their Thursday meetings they examine the testimonials of candidates, whether for masters, mates, or engineers, when doubt exists (*see* letter, 5th March 1868†).

†See *ante*, No. 11.

Also, they have before them all candidates who have been guilty of desertion, whom they reprimand, if they allow them to go up for examination, which practice has been attended with very beneficial results; they also investigate charges under the 241st and 242nd sections of "The Merchant Shipping Act, 1854," and the 11th section of "The Merchant Shipping Act Amendment Act, 1862;" and supervise the conduct of the various officers under their control, and check the cash accounts.

I am also directed to make reference to your letter (M. 1973), dated 21st February 1868,‡ in which you say that the Examiners of engineers report that "on no occasion has any member of the local board been present."

‡See *ante*, No. 10, and its Enclosure.

I am further directed to state that their connection with the examination of engineers is precisely the same as with masters and mates: they examine their testimonials and other documents, and investigate charges brought against them; and the services of the Board in connection with engineers has occupied nearly half as much time as that employed in matters referring to masters and mates.

The local board taking into consideration their services thus rendered, cannot understand why they should not receive the 52 *l.* to which they would be entitled, if they would condescend to accept 1 *l.* per examination for performing the useless ceremony of calling at the examination-room, and signing their names. The following is an account of the attendances of each member during the year 1868:

Nominees of the Board of Trade.

	Weekly Meetings.	Investigations.	Total.
J. Smith, Esq.	28	1	29
J. H. Lockett, Esq.	42	–	42
W. M. Moss, Esq.	4	1	5
H. J. Ward, Esq.	36	7	43

Elected by Shipowners.

	Weekly Meetings.	Investigations.	Total.
E. C. Friend, Esq.	18	1	19
R. Green, Esq.	41	8	49
T. E. Lemon, Esq.	35	4	39
L. H. Macintyre, Esq.	40	5	45
B. C. Nicholson, Esq.	34	6	40
T. R. Shallcross, Esq.	20	2	22

By the above it is shown that the number of attendances amounted to 333 in the year; some of these have occupied between two and three hours.

The Liverpool Local Board consider, therefore, that they are fully entitled to the 52 *l.* per annum, on account of examination of engineers, and consequently should be awarded 156 *l.* per annum instead of 104 *l.*, as hitherto.

I am, &c.
(signed) *John T. Towson,*
Secretary.

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 15. —

(M. 1850.)

Liverpool Local Marine Board to Board of Trade.

Local Marine Board, Sailors' Home, Liverpool,
25 February 1869.

Sir,

I AM directed by the Local Marine Board of this port to state that, directed by them, on the 22nd January 1869,* I wrote a letter, to which no reply has been received.

*See *ante*, No. 14.

Believing that this letter must have been mislaid, I have been directed to enclose a copy of the same.

I am, &c.,
(signed) *John T. Towson,*
Secretary.

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 16. —

(M. 808.)

Board of Trade to Liverpool Local Marine Board.

Board of Trade, Whitehall,
30 March 1869.

Sir,

I AM directed by the Board of Trade to acquaint you, for the information of the Local Marine Board of Liverpool, that the Board of Trade have had under consideration your letter of the 22nd January,† on the subject of the attendances of the members of the Local Marine Board at the examinations of masters and mates in the year 1868.

†See *ante*, No. 14.

It appears from your letter that no member of the local board has attended these examinations in the year; that calling at the examination-room and signing the examination (FF) has been regarded by the local board as a mere matter of form without any practical value, and you add that consequently, with this Board's sanction, the allowance of 104 *l.* has been paid to the members in proportion to their attendance at Board meetings.

The Board of Trade direct me to state, for the information of the Local Marine Board, that they are led to doubt whether they have power to authorise a payment to the Local Marine Board for their ordinary Board meetings.

This Board would remind the Local Marine Board that the Act of Parliament makes no provision whatever for any payment to the Local Marine Boards in respect of the duties imposed upon them by the Act, and that it is at least questionable whether this may not be attributable to the opinion generally held that the reception of remuneration by Boards so constituted and placed tends to lower them from that independent position which it is important they should occupy. However this may be, the Board of Trade are of opinion that, in the absence of legal authority, remuneration cannot properly be awarded to the Local Marine Boards in respect of these duties. Moreover, the Board of Trade make

make no payment of any kind to any other Local Marine Board in respect of any other attendances than those at examinations, and the Board of Trade do not see that they can make the Local Marine Board of Liverpool an exception to the rule.

As regards the examinations, the case is different. It is simply made permissible to the members of the local board of the place where the examination is held to be present and assist at any such examination; and the Board of Trade, in urging that the members should make a point of attending, felt themselves in a position to comply with the requests made to them to award an allowance by way of remuneration to the members who attend.

The Board of Trade are of opinion that the attendance of a member of the Local Marine Board in the examination-room during at least a portion of the examination is most important, not only with a view to the careful inspection of the candidate's testimonials, but also for the purpose of insuring proper order and system in the examinations themselves.

They do not regard, and never have regarded, the attendance of a member for the sole purpose of signing the examination form (late FF) as in itself of any value or importance whatever, but they do attach great importance to the presence of a member during a fair part of the examination.

The Board of Trade hope, therefore, that the Liverpool Board will find it in their power to arrange, as all the other Local Marine Boards have done, for the attendance of one of their members in the examination-room in future whilst the *vivâ voce* examination of the candidates is proceeding, and this Board have but to add that it will then give them pleasure to award to the Local Marine Board of Liverpool remuneration at the same rate as in the case of the other Local Marine Boards.

I am further to state that this arrangement applies to the case of the engineer examinations equally with those of masters and mates.

There is one further point to which the Board of Trade think it right specially to refer. It would appear from your letter that this Board have granted an allowance of 104*l.* a year for the attendance of members at the ordinary Board meetings at Liverpool.

The Board of Trade desire me to say that they have always looked on and intended the 104*l.* as a grant for attendances of the members at the examinations; and they will be obliged if the Liverpool Local Marine Board will be good enough to refer to any previous communication from this Board in which anything to the contrary is stated.

I am, &c.
(signed) *Thomas Gray.*

The Secretary, Local Marine Board,
Liverpool.

— No. 17. —

(M. 808.)

Liverpool Local Marine Board to Board of Trade.

Local Marine Board, Sailors' Home,
Liverpool, 9 April 1869.

Sir,

I AM requested by the Local Marine Board of this port to acknowledge the receipt of your letter of the 30th ultimo,* and in reply, to state that from the first formation of the Local Marine Board at Liverpool the members refused to consent to be present at examinations for any considerable period at one time, and consequently refused to sign the form (FF) with the words "that the above examinations have been conducted before me," and therefore directed the Examiners to strike out those words, and this decision has invariably been carried out.

*See *ante*, No. 16.

The members did not object to certify that the testimonials of those applicants against whose names "verified" is written in the appropriate column appear to "be satisfactory."

The member who attended at the examination-room remained as long as was required to verify the testimonials, but seldom longer; this, however, did not satisfy the Board of Trade.

It was their wish that a member should be present during a considerable part of each examination, but the Liverpool Local Board decidedly refused to comply with this regulation, or to accept the 1 *l.* for each examination, which other Local Marine Boards received for the performance of this task.

On the 6th January 1852, the Right Honourable Henry Labouchere and Captain Beechey attended the Liverpool Local Marine Board to discuss this and some other matters.

The Board of Trade after taking time to consider the objections which prevented the Liverpool Local Board complying with their wishes, in a letter dated the 29th May 1852,* communicated their decision

*See *ante*, No. 2.

The following is an extract from this letter:

"They propose that after the month of June, a fixed amount of 104 *l.* should be appropriated annually for this purpose at the port of Liverpool, to be in addition to the sums already allowed for salaries and expenses, and to be appropriated *in such manner as the Local Marine Board may think fit to those members* who attend."

Upon these conditions the Liverpool Local Marine Board consented to accept this appropriation, and, as before stated, called at the examination room to verify the testimonials and certificates, and sign the (FF), after the words before mentioned were scored out. And for the better carrying out of this arrangement every member was provided with a rotation list (two of which are enclosed).

Having thus adopted every precaution to carry out, as far as it was in their power, the wishes of the Board of Trade, the local board found that it was impracticable to ensure the attendance of the member on the rotation list for the day on all occasions; and it was, therefore, found necessary frequently for one of the Examiners when the examination was in other respects completed, to take the papers to one of the members to verify the testimonials and certificates.

In December 1860, I was elected chairman of the Liverpool Local Marine Board, and finding that frequent complaints were made in reference to the delays in forwarding the examination papers, consequent on the difficulty in getting a member to verify the testimonials, I tendered my services to attend at each examination, and there perform the duties of "sitting member;" but I did so on condition that the 104 *l.* should be equally divided amongst the members of the Local Marine Board.

On the 5th June 1862, knowing that the annual amount was granted to be applied in such "manner as the Local Marine Board may think fit to those members who attend," they passed a resolution,

"That in future the allowance to the members of this Board be distributed according to the attendance of each," and the resolution has since been carried out in the distribution of the 104 *l.*

Having myself at times occasion to be absent from home, the rotation list was frequently again referred to for the purpose of ascertaining the member expected to perform the duties of the "sitting member;" still delays continued to occur, and many minute papers were received from the Registrar General, requesting that the papers should immediately after the examination be forwarded, and ultimately it became the practice to send them off without the delay of a post, whether the (FF) received the signature of the member or otherwise; and since the local board were informed that a more rigid investigation is now made at the General Register and Record Office than that which is made elsewhere, they have not considered themselves justified in delaying the issue of certificates for a form which the Board of Trade inform them they regard as of very little value.

The mode of proceeding in the examinations at this port has frequently been very minutely reported to the Board of Trade. I may name, January 1863 and March 1868 (M. 2760), but as far as the attendance of the "sitting member" it is reported in the form (FF) or (Exn. 14) twice a week.

The Board of Trade have at all times the means of determining whether a member of the Board has attended at an examination or otherwise; and since January 1852 no complaint has been made that the members of the Liverpool Local Marine Board have not performed the duties the Board of Trade expected that they should undertake.

Also

Also once a year the receipts of the members of the Local Marine Board were forwarded to the Board of Trade. By these receipts the principle on which the distribution was made was evident, and yet no objection was made previously to those contained in your letter of the 30th March 1869.*

*See *ante*, No. 16.

Also referring back to the terms of the original grant, this sum, with the sanction of the Board of Trade, was to be appropriated, "in such manner as the Local Marine Board may think fit, to those members who attend."

Also in May 1856 a communication was made by the Board of Trade to the shipping master, "to pay to the members of the Board the sum of 156 *l. in such proportions as the local board shall direct.*"

Since this date the shipping master at Liverpool, and subsequently the superintendent of the mercantile marine offices have regarded this direction of the Board of Trade not only to refer to the distribution of the 156 *l.* then awarded, but also to all grants of the same character. The Local Marine Board therefore consider that they were quite justified in directing their secretary to state that the proceedings objected to in your letter had received the sanction of the Board of Trade.

You state that the Board of Trade hope that the "Liverpool Board will find it in their power to arrange for the attendance of their members in the examination room in future, whilst the *vivâ voce* examination of the candidate is proceeding." The impossibility of complying with such a request at Liverpool is evident, if we consider the following facts.

There are two examinations for masters and mates in the week at Liverpool, and one for engineers; those for masters and mates, including the verification of testimonials and certificates, occupy each of the six days of the week; the *vivâ voce* examinations in the "Rule of the Road," and the "Commercial Code of Signals," "Seamanship," "Lights," &c., occupy the time of the Examiner in seamanship on Mondays, Tuesdays, Thursdays, and Fridays; and the Examiner in navigation is also engaged on Tuesdays and Thursdays in *vivâ voce* examinations on the subject of "Charts," "Sextant," "Tides," and the "Commercial Code of Signals;" the Examiner of engineers is also engaged on Thursdays in *vivâ voce* examinations.

We, have, therefore, on Thursdays three *vivâ voce* examinations, two in different rooms in the Sailors' Home, and that of engineers in a separate office nearly half a mile distant. On the same day the Board meet, at which meeting each member, if in Liverpool and not especially otherwise engaged, generally attends.

How is it, then, possible that your views can be carried out?

The presence of the sitting member for the time being would be required in four places at the same time; the local board are at a loss for this procedure of the Board of Trade in the 19th year of the existence of this Board.

During that period at Liverpool upwards of 24,000 examinations have been conducted, and in no one instance has any inconvenience occurred which would have been prevented by the presence of the "sitting member."

Why, then, are the members of the local board called on to perform the useless and most tedious task of sitting for five hours together to hear one of the Examiners put the same questions to 20 or 30 different candidates?

You state that the opinion is generally held that the "reception of remuneration by boards tends to lower them from that independent position which it is important they should occupy."

If this be the case, the Liverpool Local Marine Board only consented to do so on a suggestion from the Board of Trade, which they regarded as a request.

In their letter of the 29th of May 1852,† the Board of Trade states that "*My Lords are aware that the Members of the Board have hitherto declined taking the fees in question, but as the arrangement above referred to is general, they think it right to propose it for their adoption,*" and when the Local Marine Board consented to accept this allowance, the secretary was directed to state, "I am to add that the members present were unanimous in their intention to present the sum, to which my Lords consider them entitled, to the Sailors' Home, but by doing so not to interfere with their successors, and those not present, in their right to act by their portion of the sum allowed in any manner they shall think fit."

†See *ante*, No. 2.

The Local Marine Board request me, on their part, to disavow the idea that a pecuniary consideration actuates them in adopting the course they are about

to pursue; but they maintain that the withdrawal of the sum allotted in the year 1852 for the year 1868, accompanied by other remarks made in your letter, is a censure made in a form the most severe that it was in the power of the Board of Trade to devise.

*See *ante*, No. 12.

Since the above was written there has been a circular, dated the 27th March,* received by the Local Marine Board, in which you instruct our secretary "to forward to the Board of Trade a statement quarterly, showing the name of the member (if any) who attended each examination during the quarter, whether of masters, mates, or engineers."

To carry out this instruction the local board imagine that it must be left to their secretary to determine what is to be certified as, "during a fair part of the examination."

I am requested to state that, in the opinion of the Local Marine Board, this arrangement of placing them under the surveillance of one of their own officers is more calculated to "*lower them from that independent position which it is important they should occupy*," than the acceptance of a trifling pecuniary acknowledgment for the most important services that the local board of the port of Liverpool have hitherto rendered.

I am, &c.
(signed) *James Smith*, Chairman.

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 18. —

(M. 3837.)

Liverpool Local Marine Board to Board of Trade.

Local Marine Board, Sailors' Home,
Liverpool, 29 April 1869.

Sir,

I AM directed by the Local Marine Board of this port to request that you will be so kind as to reply to the letter dated the 9th instant,† and signed by their chairman on their behalf, such reply to be posted not later than Tuesday next, the 4th of May.

†See *ante*, No. 17.

I am, &c.
(signed) *John T. Towson*,
Secretary.

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 19. —

(M. 3837.)

Board of Trade to Liverpool Local Marine Board.

Board of Trade, Whitehall,
30 April 1869.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 29th,‡ requesting an answer to your letter of the 9th instant,‡ and also requesting that the answer may be sent not later than the 4th of May.

‡See *ante*, Nos. 17 and 18.

In reply, I am to inform you that the whole subject referred to in your letter is under consideration, and that an answer will be sent at as early a day as possible.

I am, &c.
(signed) *Thomas Gray*.

— No. 20. —

(No. 3455.)

Board of Trade to Liverpool Local Marine Board.

Board of Trade, Whitehall,
13 May 1869.

Sir,

I AM directed by the Board of Trade to inform you that your letter of the 9th ultimo*, on the subject of the examinations at Liverpool, has received careful consideration. This Board have also carefully read and considered the correspondence that has passed between the Local Marine Board and this Board from the institution of the compulsory examination system in 1850. The result is that this Board are unable to find that they authorised the payment in question (viz., 104 *l.*), except upon the condition of the attendance of members of the Local Marine Board at the examinations.

* See *ante*, No. 17.

The Board cannot depart from this condition, and, in the absence of such attendances, cannot authorise any payment to the members.

In conveying this decision to the Local Marine Board, the Board of Trade are desirous that it should be clearly understood that no reflection has been or is intended to be cast upon the Local Marine Board of Liverpool.

The Board of Trade look upon the payment as specially attaching to a distinct service, and as one therefore which cannot properly be authorised if that service is not rendered.

The rule the Board of Trade have made is a general rule, and the steps they are taking to carry it into effect are also general.

The Board of Trade regard it as their duty under the statute to carry this general rule into effect, and in carrying it into effect they are unable to make any exceptions.

With respect to the evidence of attendances, the Board of Trade have no desire to do more than is necessary, and will be quite ready to accept a certificate from the sitting member, instead of a statement from the secretary, if the Local Marine Board think the former a preferable course.

I am, &c.
(signed) *Thomas Gray.*

The Chairman,
Local Marine Board, Liverpool.

— No. 21. —

(M. 4362.)

Liverpool Local Marine Board to Board of Trade.

Local Marine Board, Sailors' Home,
Liverpool, 14 May 1869.

Sir,

I AM directed by the Chairman of the Local Marine Board of this port to acknowledge the receipt of your letter of the 13th instant†, and to forward to the Board of Trade his resignation.

† See *ante*, No. 20.

Mr. Smith appears to have communicated the contents of your letter to Mr. Lockett, and I am also instructed by that gentleman to forward his resignation.

I am directed to state that pecuniary considerations have had no weight with these gentlemen in adopting this step, but after devoting a considerable amount of their time in rendering important services, they cannot submit to have their labours ignored by the Board of Trade because they refuse what they regard as a monotonous and useless task.

They have always been willing to give their time when they could assist in promoting the interest of this port or the mercantile service generally, but they regard their time of too great value to expend it wastefully.

I am directed further to state that in taking this course they have no desire to influence the conduct of the other members of the Local Marine Board.

I am, &c.
(signed) *John T. Towson,*
Secretary.

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 22. —

(M. 4362.)

Board of Trade to Liverpool Local Marine Board.

Board of Trade, Whitehall,
19 May 1869.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 14th instant,* forwarding the resignations of Mr. J. Smith and Mr. John Lockett, members of the Liverpool Local Marine Board.

* See *ante*, No. 21.

I am, &c.
(signed) *Thomas Gray.*

The Secretary, Local Marine Board,
Liverpool.

— No. 23. —

(M. 4546.)

Liverpool Local Marine Board to Board of Trade.

Local Marine Board, Sailors' Home,
Liverpool, 20 May 1869.

Sir,

I AM directed by the Local Marine Board of this port to forward their proceedings of this day, which are as follows:—

At a meeting of the Local Marine Board held this 20th day of May 1869,

PRESENT:

Louis H. Macintyre, Esq., in the Chair.

Edward C. Friend, Esq.	Benjamin C. Nicholson, Esq.
Richard Green, Esq.	Thomas R. Shallcross, Esq.
Henry J. Ward, Esq.	

The minutes of the last meeting having been read, a letter from the Board of Trade (M. 3455), 13th May 1869,† in reply to a letter from this Board, dated the 9th ultimo,‡ was then read.

† See *ante*, No. 20.
‡ See *ante*, No. 17.

Also a copy of a letter written by the secretary, dated the 14th instant,§ by the direction of the late chairman and Mr. Lockett, containing the resignations of those two gentlemen of their membership of the Liverpool Local Marine Board.

§ See *ante*, No. 21.

Also a letter from the Board of Trade (M. 4362), 19th May 1869,‖ acknowledging the receipt of the letter of the 14th instant, forwarding the resignations of Mr. J. Smith and Mr. Lockett.

‖ See *ante*, No. 22.

It was resolved, that this local board regret that Messrs. Smith and Lockett should have thought proper to resign without submitting the above-named letters to the local board, seeing that each member of this local board entertain the same views as their chairman with reference to the matters concerning which they and the Board of Trade differ.

This local board, at which are present all the remaining members, except Mr. T. E. Lemon, who is on the Continent, have again well considered the correspondence which has taken place between them and the Board of Trade.

They have had every reason to believe that up to the present year the duties performed by this Board have given unqualified satisfaction to the Board of Trade, and do again remind them that neither the present local board nor their predecessors have ever consented to be present during examinations of masters and mates, and this fact has been known to the Board of Trade for the last 18 years; and that the position of the gentlemen who have consented to sit from time to time as members of the Liverpool Local Marine Board renders it absurd to believe

believe that they would consent to perform the tedious, and, what they consider useless task referred to.

Under these circumstances, the members present at this Board have come to the conclusion that since their views differ from those of the Board of Trade as to the nature of the duties they ought to perform, there remains no alternative than to resign, and have therefore

Resolved, that the secretary is hereby directed to forward their resignation.

I am, &c.
(signed) *John T. Towson.*

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 24. —

(M. 4546.)

Board of Trade to Liverpool Local Marine Board.

Board of Trade, Whitehall,
21 May 1869.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 20th instant,* forwarding the resignation of the members of the Local Marine Board of Liverpool, and to inform you that this Board feel that, under the circumstances, they have no alternative but to make immediate provision, under section 120 of "The Merchant Shipping Act, 1854," for the performance of the duties appertaining to the Mercantile Marine Office and Examinations.

* See *ante*, No. 23

They have, therefore, decided to take into their own hands, for the present, the performance of these duties, and have sent the necessary instructions to the Superintendent and Examiners respectively.

I am to request that you will be good enough to take charge of all papers, records, and property appertaining to the Local Marine Board, and at once refer to this department in case of any matter, other than Mercantile Marine Office work, arising, upon which the Local Marine Board would have been consulted.

The Superintendent of the Mercantile Marine office has been directed to take charge of all matters connected with that office, and all the officers, clerks, and servants of that office will, for the present, look to him as their superior officer and chief.

I have, &c.
(signed) *Thomas Gray.*

J. T. Towson, Esq., Secretary,
Local Marine Board, Liverpool.

— No. 25. —

(M. 4546.)

Board of Trade to Superintendent of Mercantile Marine Office, Liverpool.

Board of Trade, Whitehall,
21 May 1869.

Sir,

I AM directed by the Board of Trade to inform you, that in consequence of the resignation of the Local Marine Board of Liverpool, the Board of Trade has decided, until more definite arrangements can be made, to take into its own hands, under the provisions of section 120 of "The Merchant Shipping Act, 1854," the performance of the duties of the Local Marine Board for the present.

I am, therefore, to request that you and the other officers, clerks, and servants of the Mercantile Marine Office will continue to perform your duties as heretofore, for which you will continue to receive your respective present salaries.

I am to request that you will take charge of the entire establishment, and apply to this Board for any instructions for which you would have found it necessary to apply to the Local Marine Board.

In case of difficulty of any kind, immediate intimation must be sent to this department.

It is the wish of the Board of Trade that, for the present, the entire establishment of the Mercantile Marine Office will look to you as their superior officer and chief.

I am, &c.
(signed) *Thomas Gray.*

The Superintendent,
Mercantile Marine Office, Liverpool.

— No. 26. —

(M. 4546.)

Board of Trade to *John T. Towson*, Esq.

Board of Trade, Whitehall,
21 May 1869.

Sir,

I AM directed by the Board of Trade to inform you that, in consequence of the resignation of the Local Marine Board of Liverpool, the Board of Trade have decided, until more definite arrangements can be made, to take into its own hands, under the provisions of section 120 of "The Merchant Shipping Act, 1854," the performance of the duties of the Local Marine Board for the present.

I am, therefore, to request that you and Messrs. McLeod and Garnock will continue to perform your duties as Examiners as heretofore, for which your present respective salaries will be continued.

As, in the absence of the Local Marine Board, it will, of course, not be possible to have the testimonials of candidates examined by one of their members, this Board must rely upon the Examiners to use the strictest care in the scrutiny of these documents, which also must be sent up to the Registrar General of Seamen, with the papers of every candidate who passes.

Any question upon which the Local Marine Board would have been consulted should be referred to this department.

I am, &c.
(signed) *Thomas Gray.*

John T. Towson, Esq., Examiner,
Mercantile Marine Office, Liverpool.

— No. 27. —

(M. 4546.)

Board of Trade to Liverpool Local Marine Board.

Board of Trade, Whitehall,
31 May 1869.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 20th instant,* conveying the resignation of the remaining members of the Local Marine Board at Liverpool.

* See *ante*, No. 23.

Before accepting the resignations tendered, I am to request that you will state to those gentlemen in express and distinct terms:—First, that the Board of Trade much regrets that the Local Marine Board of Liverpool should have thought it necessary to resign; and secondly, that the Board of Trade have never insisted, as a condition of membership, or as a condition necessary to the existence or continuance of the local board, that its members, or any of them, should be present during the examinations of masters, mates, and engineers.

The Board of Trade have, from the first, thought it desirable that a member should attend, if possible, and if he be willing to attend, during a fair part of the *vivâ voce* examinations; and in case any member of a Local Marine Board should

should perform this voluntary and special service, the Board of Trade were willing to pay one pound (1*l.*) for each attendance.

Some years ago the local board at Liverpool declined to accept a specific payment of one pound (1*l.*) for each attendance at examinations, and the Board of Trade then proposed to pay, and the then Local Marine Board agreed to receive, one hundred and four pounds (104*l.*) a year for this service; such sum to be divided, as the Local Marine Board might themselves determine, amongst members present at examinations.

It now appears that the Local Marine Board, acting under some misapprehension as to the special service for which the sum is granted by this Board, have for some time divided, and propose to continue to divide, it amongst themselves, in proportion to their attendances at Board meetings, but, as already explained in the letter from this Board of the 13th instant*, the sum is intended and granted by the Board of Trade for a distinct and special service (viz., attendance at examinations), and is not intended or regarded as a remuneration for the general services of the members of the Local Marine Board, for which, however valuable or frequent, the Board of Trade have no power, under the Merchant Shipping Act, to make any provision.

* See *ante*, No. 20.

For these reasons, therefore, the Board of Trade have considered that they cannot, consistently with their duties under that Act, and with the course which they have followed in all other cases, continue the grant unless the special services, for which alone it is payable, are performed. I am directed further to add that those special services have not been considered obligatory by the Board of Trade, and it always has been open for the members of any Local Marine Board to decline to undertake the voluntary service of attending in the examination room.

The members of the Local Marine Board of Liverpool have declined to undertake this service; and as they have declined to undertake it, there are, in the opinion of the Board of Trade, and as pointed out above, no grounds on which payment for the service can be continued.

Having placed the above explanation before the members of the Local Marine Board, the Board of Trade desire me to request that you will then further state that if the members can find it consistent with their sense of duty to remain and withdraw their resignations, it will afford much pleasure to this Board.

John T. Towson, Esq.,
Examiner of Masters and Mates,
Liverpool.

I am, &c.
(signed) *Thomas Gray.*

— No. 28. —

(M. 4707.

John T. Towson, Esq., to Board of Trade.

Examination Rooms, Sailors' Home,
Liverpool, 25 May 1869.

Sir,

I BEG to acknowledge the receipt of your letter of the 21st instant,† informing the Examiners that the Board of Trade have taken into its own hands the performance of the duties of the Local Marine Board.

† See *ante*, No. 26

Messrs. McLeod and Garnock join with me in assuring the Board of Trade that we will use the strictest care in the scrutiny of documents laid before us previously to their being sent up to the Registrar General of Seamen.

There are two questions I am requested to submit to the Board of Trade.

1. The Examiners have hitherto been instructed when any special circumstance has arisen in cases when the time of service has been deficient of not more than 14 days, to bring such cases before the local board, who, if they deem it desirable, the examination takes place "By order of the Local Board."

In similar cases that may hereafter occur, do the Board of Trade direct us either rigidly to adhere to the prescribed time of service, or in such cases as those which have hitherto been laid before the Local Marine Board, to forward such papers to the Board of Trade with observations.

2. In the case of foreigners, in which the Registrar General of Seamen has not the means of verification of testimonials, &c., the matter has always been laid before the Local Marine Board.

In future, it will be our duty to refer such cases to the Board of Trade, and the value of such testimonials frequently require local knowledge as to the status and reliability of the parties giving testimonials; is it the instruction of the Board of Trade that these documents should be forwarded with or without the observations of the Examiners?

I am, &c.
(signed) *John T. Towson*, Examiner.

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 29. —

(M. 4707.)

Board of Trade to *John T. Towson*, Esq.

Board of Trade, Whitehall,
27 May 1869.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 25th inst.,* having reference to their communication of the 21st inst.,* stating that the Board have taken into their own hands the performance of the duties of the Local Marine Board, and asking for instructions as to the examination of candidates whose period of service has fallen short of the time required, and also with regard to the examination of foreigners.

* See *ante*, No. 28.

In reply, I am to inform you that unless and until a new Local Marine Board is elected, the Examiners should refer to the Board of Trade all questions hitherto submitted to the local board, with their own remarks, as heretofore.

I am, &c.
(signed) *Thomas Gray.*

J. T. Towson, Esq., Examination Rooms,
Sailors' Home, Liverpool.

— No. 30. —

(M. 4708.)

John T. Towson, Esq., to Board of Trade.

Examination Rooms, Sailors' Home,
Liverpool, 25 May 1869.

Sir,

I BEG to acknowledge the receipt of your letter of the 21st instant,† and in reply, to state that I have taken into my charge all letters, papers, and property appertaining to the Local Marine Board.

† See *ante*, No. 26.

I beg to add that the Local Marine Board had, in order to insure uniformity in the transaction of business, adopted rules and regulations, two copies of which are inclosed.

In the present altered circumstances, I should be obliged by being informed to what extent these rules should be modified, especially those commencing page 4.

It has been for years the practice of those preferring charges against masters and mates to forward such charges to me, as secretary, and it is probable that this practice will continue.

Would you be so kind as to inform me how I should act in such cases, and also if such cases are to be investigated before two justices, or a stipendiary magistrate, whether it is the direction of the Board of Trade that I should attend to take minutes of evidence, and draw up the report as if the case had been investigated before the Local Marine Board?

I am, &c.
(signed) *John T. Towson.*

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 31. —

(M. 4708.)

Board of Trade to *John T. Towson*, Esq.

Board of Trade, Whitehall,
Sir, 1 June 1869.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 25th instant,* inclosing copies of the rules and regulations adopted by the Local Marine Board for the transaction of business, and asking how far under the altered circumstances the rules in question should be modified, especially as to the mode of preferring charges against masters and mates?

* See *ante*, No. 30.

In reply, I am to inform you that in these matters you should continue to follow the course pursued by you in your capacity of secretary to the Local Marine Board, except that instead of applying to the local board in any cases which may arise, and for instructions, your application should be made to the Board of Trade.

I am, &c.
(signed) *Thomas Gray.*

J. T. Towson, Esq., Examination Rooms,
Sailors' Home, Liverpool.

— No. 32. —

(M. 5027.)

John T. Towson, Esq., to Board of Trade.

Examination Rooms, Sailors' Home,
Sir, Liverpool 5 June 1869.

I BEG to acknowledge the receipt of your letter of the 31st ultimo, and in reply to state that, knowing Thursday at noon was the most convenient time for the members of the late Local Marine Board to meet, I sent notes to each of the gentlemen requesting the favour of his attendance on Thursday the 3rd instant at noon, on which occasion the following gentlemen were

PRESENT:

James Smith, Esq.	Louis H. Macintyre, Esq.
Thomas E. Lemon, Esq.	Thomas R. Shallcross, Esq.
John H. Lockett, Esq.	Henry J. Ward, Esq.
Benjamin C. Nicholson, Esq.	Richard Green, Esq.

Edward C. Friend, Esq.

Having read your letter above named, the gentlemen present were of opinion that they could not give it their consideration unless they were made acquainted with the instructions I had received since the 20th May, in connection with their resignation.

In consequence of this determination I produced your letters of the 21st of May and the 1st of June, which were then read.

It was agreed by all present that their resignation had been both *given* and *accepted*, and that all proceedings instituted and carried out by the members of the late Local Marine Board would be illegal, unless *re-appointed* or *re-elected*, as the case may be, if they were willing to accept the office under the terms now contained in your letter of the 31st ultimo, which I am requested to state differs widely from the terms expressed in your former letters.

You now state that "it always has been open for the members of any Local Marine Board to decline to undertake the voluntary service of attending in the Examination Room," whereas in your circular of the 27th of March 1869, you state that "The Board of Trade think that the presence of a member of the Local Marine Board on these occasions is of importance;" and in your letter of the 30th of March you state that "The Board of Trade are of opinion that the attendance of a member of the Local Marine Board in the Examination Room, at least during a portion of the examination, is important."

It was on this point that the Local Marine Board differed from the Board of Trade.

It would have been most inconvenient, requiring an amount of time which they could not afford to give, in undertaking not only an unimportant but a monotonous and useless task.

These gentlemen have also requested me to convey to you their opinion that, if it be the desire of the Board of Trade that a Local Marine Board should be re-constructed at Liverpool, on the terms contained in your letter of the 31st ultimo, the advocates of the Board of Trade should be discouraged in putting forth a statement that the Liverpool Board have "declined persistently to discharge those functions which, of all duties cast upon them by law, are the most important." (*See* "Merchant Shipping Gazette" of Wednesday last.)

However willing shipowners of Liverpool may be to follow the example of the late Board in devoting their time to the performance of what they consider to be the most important duties devolving on a Local Marine Board, they will not be willing to undertake them if subject to the charge that they neglect the most important duties connected with their office.

I am also requested to repeat, what has been before stated in their letters of the 9th of April and of the 14th and 20th of May, that "pecuniary considerations have had no weight with these gentlemen."

I am, &c.
(signed) *John T. Towson.*

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 33. —

(M. 5027.)

Board of Trade to *John T. Towson*, Esq.

Board of Trade, Whitehall,
10 June 1869.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 5th instant. In reply I am to state that they are glad to find that the members of the Local Marine Board are willing to resume their duties if re-elected; and I am further to state that the necessary steps for the purpose will at once be taken.

It is, perhaps, scarcely necessary to repeat that, in the opinion of the Board of Trade, the attendance of a member in the Examination Room is of importance. But if, as would appear from your letter, the members of the Board have supposed that the Board of Trade intended to insist upon that attendance, except as a necessary condition for the payment to them of the annual fee, they have (as is obvious from the correspondence) been acting under a misapprehension, upon which, as it is now removed, it is needless further to dwell.

As regards the article in the "Shipping Gazette," which has called forth an expression of opinion from the members of the late local board, I am to state that this Board are in no way responsible for, and have no control over, articles in the public press.

I am, &c.
(signed) *Thomas Gray.*

John T. Towson, Esq., Examination Room,
Sailors' Home, Liverpool.

— No. 34. —

(M. 5243.)

John T. Towson, Esq., to Board of Trade.

Examination Rooms, Sailors' Home,
Liverpool, 12 June 1869.

Sir,

I BEG to acknowledge the receipt of your letter of the 10th instant, the contents of which I immediately communicated to the late Chairman, who requested me to ask the favour of the attendance of the late members of the Local Marine Board at noon to-day, at which meeting were

PRESENT:

James Smith, Esq.	John H. Lockett, Esq.
Thomas E. Lemon, Esq.	Louis H. Macintyre, Esq.
Thomas R. Shallcross, Esq.	Richard Green, Esq.

Henry J. Ward, Esq.

Your letter of the 10th instant having been read, these gentlemen were of opinion that the Board of Trade has misapprehended their letter of the 5th instant.

It is not there stated that the members of the Local Marine Board are willing to resume their duties if re-elected, but that all proceedings instituted or carried out by the members of the late Local Marine Board would be illegal unless re-appointed or re-elected, as the case may be, if they were willing to accept the office under the terms now contained in your letter of the 31st ultimo.

Finding from your last letter that it was the desire of the Board of Trade that the members of the late Local Marine Board should resume their office, I requested these gentlemen to express their opinions on this subject. This they did, but since their remarks were not by me immediately put to paper, in consequence of my being called away on other public business that would admit of no delay, I cannot be exact in my report of the result.

I believe that the conclusion arrived at was as follows, viz. :—

Messrs. Smith and Lockett are of opinion that since the Board of Trade believe that the attendance at examinations is of importance, being an opinion that they have neglected, and would, if re-appointed, continue to neglect, a task which the Board of Trade consider an important duty, but which they consider as a monotonous and useless task, they cannot under any considerations consent again to accept the office of nominees of the Board of Trade.

Mr. Ward was of opinion that if the Board of Trade re-appointed him after an express determination of his that he would not attend examinations, and would put confidence in him as their nominee, without his being liable to the charge of neglecting one of the important duties of his office, he might be induced to resume these duties.

I am not aware that Mr. Moss has accepted the appointment, but have been informed that he has not done so.

The elected members of the Local Marine Board consider it their duty to submit their conduct to the shipowners, by whom they were elected ; they are resolved not to accept the office if required to attend examinations, for the reasons frequently repeated.

But if the shipowners re-elect them under these circumstances, it is probable they may resume their duties. These gentlemen regret that you should again have thought fit in your last letter to allude to the payment of the annual fee, a matter they have regarded with the utmost indifference, and has only been referred to by them at an early stage of this correspondence, and then only as a collateral subject, but have never regarded it, in itself, as a matter of any importance.

I am, &c.

The Assistant Secretary,
Marine Department, Board of Trade.

(signed) *John T. Towson.*

LIVERPOOL LOCAL MARINE BOARD

COPIES of the CORRESPONDENCE between the BOARD of TRADE and the LOCAL MARINE BOARD of *Liverpool* which has led to the Resignation of the latter; and, of subsequent CORRESPONDENCE OR INSTRUCTIONS to the OFFICIALS bearing on the subject.

(*Mr. Graves.*)

Ordered, by The House of Commons, *to be Printed,*
14 *June* 1869.

Under 3 *oz.*

MERCANTILE MARINE FUND.

1 8 6 8.

AN ACCOUNT of the MERCANTILE MARINE FUND, under the Act 17 & 18 Vict. cap. 104, sec. 429, showing the INCOME and EXPENDITURE for the Year 1868.

(*PRESENTED PURSUANT TO ACT OF PARLIAMENT.*)

Ordered, by The House of Commons, *to be Printed*,
8 *June* 1869.

AN ACCOUNT of the MERCANTILE MARINE FU

RECEIPTS.				CASH.	EXCHEQUE
				£. s. d.	£.
For Balance in hand 1st January 1868, as shown in preceding Account - - -				26,592 7 3	40,000
LIGHT DUES AND LIGHTHOUSES:					
	Trinity House.	Irish Lighthouses.	Northern Lighthouses.		
	£. s. d.	£. s. d.	£. s. d.		
For Light Dues received - -	307,143 6 11	20,779 14 9	41,815 4 6	369,738 6 2	—
MERCANTILE MARINE OFFICES:					
For Fees, &c. received under "The Merchant Shipping Act," as per Account (B.), page 5 - - - - - - - - - - - - - - -				58,167 17 7	—
INTEREST:					
For Interest received on Exchequer Bills and on Accounts of Superintendents of Mercantile Marine Offices at Local Banks - - - - - - - - - -				397 5 11	—
EXCHEQUER BILLS:					
For Proceeds of Sale of Exchequer Bills (*see* contra) - - - - - -				20,266 19 8	—
			£.	475,162 16 7	40,000

Board of Trade,
14 May 1869.

r the Act 17 & 18 Vict. c. 104, for the Year ended 31st December 1868.

PAYMENTS.			CASH.		EXCHEQUER BILLS.	
			£. s. d.		£. s. d.	
LIGHT DUES AND LIGHTHOUSES:						
penditure, as follows:						
	Trinity House.	Irish Lighthouses.	Northern Lighthouses.	TOTAL.		
	£. s. d.	£. s. d.	£. s. d.	£. s. d.		
enance of Lighthouses	50,387 2 10	30,713 10 10	22,459 7 1	103,560 – 9		
tenance of Light sels - - - -	44,090 16 6	9,981 5 6	- -	54,072 2 –		
tenance of Bucys and cons - - - -	13,469 11 11	2,042 12 10	1,453 8 1	16,965 12 10		
tenance of Steam and ling Vessels - -	59,397 8 –	6,658 14 –	8,056 15 2	74,112 17 2		
and House Expenses	4,915 8 9	1,723 4 9	1,107 12 5	7,746 5 11		
es of Establishment -	17,012 4 6	3,147 8 1	2,723 18 8	22,883 11 3		
llaneous Expenses -	3,174 16 10	2,513 6 5	2,875 10 4	8,563 13 7		
es for Collection -	6,150 15 9	864 12 10	553 18 4	7,569 6 11		
annuations of Officers Clerks - - -	7,244 3 8	1,447 17 –	1,154 5 5	9,846 6 1		
£.	205,842 3 9	59,092 12 3	40,389 15 6	305,324 16 6		
Works in building hthouses, &c., as shown Statement (A.) in Appdix, page 4 - -	10,593 11 4	13,163 7 –	23,306 8 –	47,063 6 4		
					352,388 2 10	—
MERCANTILE MARINE OFFICES:						
				£. s. d.		
laries and Expenses at the various Ports in the United Kingdom r Account (B.), page 5 - - - - - - - - - -				55,454 12 4		
xpenses of Investigations into the conduct of Masters, Mates, &c.				450 12 10		
					55,905 5 2	—
SAVING LIFE:						
penses of Life Boats, Apparatus for Saving Life, and Gratuities for Saving s during the Year 1868 - - - - - - - - - - - - -					15,492 9 10	—
EXCHEQUER BILLS:						
chequer Bills sold, as per contra - - - - - - - - - -					- - -	20,000 – –
PENSIONS:						
nsions granted by the Trinity House Corporation before 1st October 1853 -					2,400 – 4	—
nsions and Superannuation Allowances in respect of Ballastage Service on exion of the Act 6 & 7 Vict. c. 57 - - - - - - - - - - -					2,157 11 6	—
					428,343 9 8	20,000 – –
e in hand on 31st December 1868, as per Statement (C.), page 6 - - -					46,819 6 11	20,000 – –
				£.	475,162 16 7	40,000 – –

H. R. Williams,
Accountant.

APPENDIX.

STATEMENT (A.), referred to at page 3.

STATEMENT of the Sums expended for New Works in Building Lighthouses, &c., in the United Kingdom, from 1 January 1868 to 31 December 1868.

Nature of Work.	——	——
	£. s. d.	£. s. d.
ENGLAND:		
Wolf	6,965 8 10	
Winterton	821 10 6	
Portland	231 12 –	
Souter Point	2,575 – –	
		10,593 11 4
IRELAND:		
Innish Tearaght	4,685 12 1	
Scattery Island New Light House	1,272 9 –	
New Wooden Light Vessels (2)	6,452 17 –	
St. Patrick's Rock Beacon	169 5 4	
Black Horse Rock	16 – –	
Barrels Rock Beacon	535 18 4	
Strangford Lough	31 5 3	
		13,163 7 –
SCOTLAND:		
Duheartach	18,097 3 11	
Stour Head	533 19 3	
Montroseness	2,496 6 –	
Lochindaal	1,924 13 10	
Chickens Rock	115 13 3	
Roseness Beacon	15 9 6	
Stornoway Beacons	53 11 –	
Seal Skerry	69 11 3	
		23,306 8 –
	£.	47,063 6 4

FEES: On Examination of Masters and Mates.	FEES: On Engagement of Crews.	FEES: On Discharge of Crews.	FEES: On Renewal of Certificates.	TOTAL INCOME.	OFFICES, &c.	EXPENDITURE: Salaries.	EXPENDITURE: Contingencies.	EXPENDITURE: Superannuation Allowances.	EXPENDITURE: Total Expenditure.	EXCESS OF: Income over Expenditure.	EXCESS OF: Expenditure over Income.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
—	—	—	—	—	Board of Trade (Marine Department)	- - -	1,291 6 5	- -	1,291 6 5	- -	1,291 6 5
246 5 –	103 3 –	102 2 6	4 16 6	456 7 –	Aberdeen	501 5 2	149 9 3	- -	650 14 5	- -	194 7 5
151 15 –	93 3 –	161 3 –	– 12 –	406 13 –	Belfast	399 – 6	39 3 10	- -	438 4 4	- -	31 11 4
330 – –	153 16 6	475 2 6	3 15 6	962 14 6	Bristol	864 18 2	191 6 2	- -	1,056 4 4	- -	93 9 10
200 15 –	66 8 –	172 12 –	1 12 6	441 7 6	Cork	594 – –	101 1 9	- -	695 1 9	- -	253 14 3
325 5 –	66 8 6	190 15 6	2 3 –	584 12 –	Dublin	534 2 –	91 19 2	- -	626 1 2	- -	41 9 2
291 – –	173 11 6	169 6 –	2 6 –	636 3 6	Dundee	659 3 10	83 4 3	- -	742 8 1	- -	106 4 7
362 – –	895 7 6	422 10 6	85 7 9	1,765 5 9	Glasgow	1,085 14 –	300 2 7	- -	1,385 16 7	379 9 2	—
244 15 –	598 1 6	688 5 –	67 16 11	1,598 18 5	Greenock	943 11 3	121 18 6	- -	1,065 9 9	533 8 8	—
141 5 –	373 14 –	584 7 –	5 14 6	1,105 – 6	Hull	918 – 1	144 – 5	- -	1,062 – 6	43 – –	—
110 10 –	174 18 –	274 5 –	2 – –	561 13 –	Leith	514 17 11	70 16 11	- -	585 14 10	- -	24 1 10
1,733 10 –	5,398 11 –	5,198 12 –	51 14 –	12,382 7 –	Liverpool	6,943 10 2	1,862 2 10	36 18 8	8,842 11 8	3,539 15 4	—
1,284 10 –	1,512 2 –	2,544 6 11	40 5 –	5,381 3 11	London (Hammet-street)	4,094 – –	1,772 3 10	67 – –	5,933 3 10	- -	551 19 11
—	793 1 6	1,082 7 –	17 15 6	1,893 4 –	„ (Dock-street)	1,364 13 11	302 1 9	- -	1,666 15 8	226 8 4	—
—	1,454 13 6	1,376 19 –	28 17 7	2,860 10 1	„ (Poplar)	1,430 10 –	410 2 11	- -	1,840 12 11	1,019 17 2	—
115 10 –	253 17 6	181 2 –	7 1 –	557 10 6	Newcastle	347 1 4	116 16 7	- -	463 17 11	93 12 7	—
403 10 –	120 6 –	136 16 –	2 1 –	662 13 –	Plymouth	595 – –	161 7 –	64 – –	820 7 –	- -	157 14 –
218 15 –	815 11 6	199 – –	2 19 –	1,236 5 6	Shields, North	(a)1,318 1 2	320 17 2	- -	1,638 18 4	- -	402 12 10
320 15 –	958 12 6	389 3 –	1 17 –	1,670 7 6	Shields, South	688 2 –	109 19 10	22 16 8	820 18 6	849 9 –	—
655 5 –	815 4 –	209 6 –	6 10 –	1,686 5 –	Sunderland	1,187 8 10	238 16 4	- -	1,426 5 2	259 19 10	—
46 – –	4,474 19 –	3,305 5 6	41 7 2	7,867 11 8	Minor Ports of the United Kingdom	5,482 9 10	682 18 1	50 – –	6,215 7 11	1,652 3 9	—
7,181 5 –	19,295 10 –	17,863 6 5	376 11 11	44,716 13 4	Total £.	30,465 10 2	8,561 15 7	240 15 4	39,268 1 1	8,597 3 10	3,148 11 7

To Fees received for Survey of Steam Vessels		8,575 12 2	Salaries and Expenses of Surveys, &c., of Steam Vessels, for Remuneration of Examiners, Expenses of Examinations, and Inspection of Crews' Spaces
„ Fees, &c., received for Examination of Engineers		572 10 –	
„ Fees received for Inspection of Crews' Spaces		669 13 4	
			12,874 2 6
„ Fees for Inspection of Register Books received by Registrar-General of Seamen		244 12 –	- - 244 12 – —
„ Fees for Copies of Documents received by Registrar-General of Seamen		71 7 –	- - 71 7 – —
„ Fees, &c., received by Receivers of Wreck	£. s. d. 2,991 15 4	- -	(b) Remuneration to and Contingent Expenses of Receivers of Wreck for the year 1868
„ Sums charged to Unclaimed Wreck, to meet deficiency	318 9 5	3,310 4 9	3,310 4 9 — —
„ Fees, &c., received for Inspection of Seamen		7 5 –	Expenses of Inspection of Seamen 2 4 – 5 1 – —
Total £.		58,167 17 7	Total £. 55,454 12 4 8,918 3 10 6,204 18 7

£. 2,713 5 3

(a) The salaries of the Joint Examiners for North and South Shields, and Newcastle, are paid at and charged to North Shields, and thus make the expenditure of that port appear larger than it really is.
(b) This amount includes remuneration paid for the year 1868 to the Officers of Customs who act as Superintendents of Mercantile Marine at the Minor Ports, and as Receivers of Wreck, for the additional duties imposed upon them.

STATEMENT (C.), referred to at page 3.

STATEMENT of the BALANCE in Hand on 31 December 1868.

PARTICULARS OF BALANCE.	£. s. d.	CASH. £. s. d.	EXCHEQUER BILLS £. s. d.
In the hands of Her Majesty's Paymaster General	- -	15,182 8 2	20,000 - -
Orders receivable, outstanding	20,711 14 1		
„ payable, outstanding	8,221 4 8		
		12,490 9 5	
In the hands of Superintendents, Mercantile Marine Offices	- -	12,772 16 8	
„ „ Receivers of Wreck	- -	911 - 5	
„ „ Trinity House	18,572 11 6		
„ „ Commissioners of Northern Lighthouses	10,750 16 1		
„ „ „ Irish Lighthouses	12,794 4 5		
Advanced on account of Seamen's Savings Bank and Seamen's Temporary Deposit Bank	51 11 4		
„ „ Postal Services	193 10 9		
„ „ Vote for Relief of Distressed British Seamen Abroad	2,382 19 6		
„ „ Paris Exhibition	51 16 4		
„ „ Lighthouses Abroad	1,585 10 5		
		46,383 - 4	
		87,739 15 -	
DEDUCT,			
For amount to be repaid to Her Majesty's Exchequer	1,816 19 5		
„ „ Commissioners of Inland Revenue	411 3 6		
„ „ Naval Services	14,053 8 7		
„ „ Army Services	2,400 - 4		
„ „ Merchant Seamen's Pension Fund	279 10 5		
„ „ Wages and Effects of Deceased Seamen	741 1 8		
„ „ Ramsgate Harbour Fund	1,480 18 10		
„ „ Fines and Forfeitures	182 6 3		
„ „ Suspense Account	83 2 7		
„ „ Oyster Fisheries	245 1 10		
„ „ Rewards by Foreign Governments	9 10 -		
„ „ Crown Lands	1,912 18 4		
„ „ Harbour Works, Wexford	453 7 1		
„ „ Japanese Lighthouses	14,257 15 2		
„ „ Contribution for saving life, Ship "Bosphorus"	32 7 4		
„ „ Unclaimed Wreck	624 14 6		
„ „ Money Orders	1,936 2 3		
		40,920 8 1	
	£.	46,819 6 11	20,000 - -

Board of Trade,
14 May 1869.

H. R. Williams.

MERCANTILE MARINE FUND.

1868.

AN ACCOUNT of the MERCANTILE MARINE FUND, under the Act 17 & 18 Vict. c. 104, showing the BALANCE of CASH and AMOUNT of EXCHEQUER BILLS held on 1 January 1868, with the INCOME and EXPENDITURE from that Period to 31 December 1868

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, *to be Printed,*
8 *June* 1869.

255.

Under 1 *oz.*

MERCHANT SEAMEN'S FUND.

ACCOUNT of the RECEIPT and EXPENDITURE under the SEAMEN'S FUND WINDING-UP ACT, from 1st January to 31st December 1868; with an ACCOUNT of the Sums Received and Paid for the Wages and Effects of Deceased Seamen in the Year 1868.

(*Pursuant to Acts* 14 & 15 *Vict. c.* 102, *s.* 59, *and* 17 & 18 *Vict. c.* 104, *s.* 202.)

Ordered, by The House of Commons, *to be Printed,*
1 *June* 1869.

AN ACCOUNT of the RECEIPT and EXPENDITURE under the SE

RECEIPTS.

	£.
To Balance in hand on 1st January 1867, as shown in the preceding Account, to 31st December 1867 -	35,965
To Amount received for Voluntary Contributions from Masters and Seamen - - - - - -	1,245
„ „ from the Town of Port Glasgow for Interest on Debt - - - - - -	8
To Amount of the Vote of Parliament for the year ending 31st March 1868 - - - - -	51,040
£.	88,259

Winding-up Act, from 1st January to 31st December 1868.

PAYMENTS.	£. s. d.	£. s. d.
ount paid for Pensions, including the sum of 507 *l.* 10 *s.*, granted by of Annuity to the late Officers of the Trustees whose offices were abolished	48,555 7 –	
ount paid for Commutation of Pensions	226 6 –	
		48,781 13 –
ount paid for Salaries and Charges of Management		10 – –
ount paid into Her Majesty's Exchequer, being for amount received ae Voluntary Contributions, in the year 1866, from Masters and Seamen		1,441 3 9
ance in hand 31st December 1867		38,026 10 2
Particulars of the above Balance.		
t in the Exchequer	51,040 – –	
the hands of Her Majesty's Paymaster General	19,980 7 11	
t due from the Mercantile Marine Fund for Voluntary Contributions	279 10 5	
	71,299 18 4	
mount advanced by the War Department for payment of Pensions in including 126 *l.* 17 *s.* 6 *d.* due for Pensions to Officers of late Trustees	33,273 8 2	
£.	38,026 10 2	88,259 6 11

rd of Trade, 13 May 1869.

H. R. Williams,
Accountant.

COMPARATIVE STATEMENT of the NUMBER and AMOUNT of the whole of the PENSIONS, and of each CLASS of PENSIONS, Granted in the Years 1867 and 1868.

Rate of Pension.	CLASS OF PENSIONERS.	1867.		1868.	
		Number.	Amount.	Number.	Amount.
£. s. d.			£. s. d.		£. s.
6 16 –	Masters	125	850 – –	131	890 16
3 8 –	Seamen	87	295 16 –	84	285 12
4 8 –	Widows of Masters	113	497 4 –	112	492 16
2 4 –	Widows of Seamen	120	264 – –	124	272 16
2 4 –	Children of Masters	59	129 16 –	55	121 –
1 2 –	Children of Seamen	43	47 6 –	37	40 14
		547	2,084 2 –	543	2,103 14

COMPARATIVE STATEMENT of the NUMBER and AMOUNT of the whole of the PENSIONS, and of each CLASS of PENSIONS, Expired in the Years 1867 and 1868.

CLASS OF PENSIONERS.	1867.		1868.	
	Number.	Amount.	Number.	Amount.
		£. s. d.		£. s.
Masters	143	916 2 –	157	980 9
Seamen	241	784 7 8	216	713 4
Widows of Masters	164	582 5 6	154	619 12
Widows of Seamen	317	659 6 6	335	692 2
Children of Masters	119	250 10 –	134	285 18
Children of Seamen	166	193 6 –	120	134 2
	1,150	3,385 17 8	1,116	3,425 8

COMPARATIVE STATEMENT of the NUMBER of PENSIONERS upon the FUND on the 31st December 1 and 31st December 1868; distinguishing between Men, Women, and Children, and between different Scale Pensions, and the Total Amount of Pensions of each Class.

CLASS OF PENSIONERS.	1867.		1868.	
	Number.	Amount.	Number.	Amount.
		£. s. d.		£. s.
Masters	2,043	13,306 4 2	2,017	13,216 10
Seamen	2,640	8,874 17 4	2,508	8,447 5
Widows of Masters	3,329	12,777 9 4	3,287	12,650 12
Widows of Seamen	5,744	12,113 15 1	5,533	11,694 8
Children of Masters	680	1,338 16 10	601	1,173 18
Children of Seamen	685	729 10 10	602	636 2
	15,121	49,140 13 7	14,548	47,818 18

AN ACCOUNT of the PROPERTY and MONEYS held by the TRUSTEES of the MERCHANT SEAMEN'S FUND, at the undermentioned PORTS, for Special Purposes distinct from the General Purposes of the FUND, and the Receipt and Expenditure for the same, for the Year 1868.

Sunderland - - -	Freehold Ground in Assembly Garth, whereon are built several Houses and a Seamen's Hall; also 13 Houses in Trafalgar-square, Sunderland, subject to a Ground-rent of 5 *l.* per annum.
	Cash received for Rent of 12 *s.* and 10 *s.* per annum from the Inmates, Interest on Bond, and sundry other Receipts (including last year's Balance of 424 *l.* 8 *s.* 7 *d.*), 576 *l.* 17 *s.* 10 *d.*
	Cash paid for Ground-rent, Insurance, Repairs, Water-rate, and Sundries, 113 *l.* 1 *s.* 3 *d.*
	Leaving a Balance in the hands of the Trustees of 463 *l.* 16 *s.* 7 *d.*, consisting of 350 *l.* Bond of Commissioners of the River Wear, and 113 *l.* 16 *s.* 7 *d.* cash at bankers, and in the hands of the Trustees.
Rye - - - - -	Three Leasehold Cottages, subject to a Ground-rent of 13 *s.* 4 *d.* per annum, and 400 *l.* Three per Cent. Consols.
	Cash received for Rent of 40 *s.* per annum from the Inmates, and dividends on Consols (including last year's Balance), 99 *l.* 19 *s.* 2 *d.*
	Cash paid for Ground-rent, Taxes, and Repairs, 5 *l.* 15 *s.* 6 *d.*
	Balance in the hands of the Trustees, 94 *l.* 3 *s.* 8 *d.*
Boston - - - - -	Nine Almshouses.
	Cash received for Rent from Inmates, including last year's Balance, 11 *l.* 6 *s.*
	Cash paid for Insurance, Water-rate, and Repairs, 10 *l.* 17 *s.* 10 *d.*
	Balance in the hands of the Trustees, 8 *s.* 2 *d.*
Scarborough - - -	Sixty-seven Dwellings, or Buildings, called the Seamen's Hospital and Trinity House.
	Bequest of 837 *l.*, Three per Cent. Annuities.
	Cash received for Dividends, 25 *l.* 2 *s.* 8 *d.*; Cash received from Shipowners and others for liquidation of the debt, 127 *l.* 2 *s.*; Total Receipts, 152 *l.* 4 *s.* 8 *d.*
	Cash paid to Inmates of the Houses, 16 *l.* 16 *s.*; Repairs, Insurance, and Expenses, 5 *l.* 11 *s.* 5 *d.*; Balance due to the Trustees last year, 108 *l.* 7 *s.* 8 *d.*;—together, 130 *l.* 15 *s.* 1 *d.*
	Balance in the hands of the Trustees, 21 *l.* 9 *s.* 7 *d.*
Whitby - - - -	Fifty Tenements, called Seamen's Hospital Houses.
	Bequest of 300 *l.*, Three per Cent. Consols.
	Also, 130 *l.* 1 *s.* 2 *d.*, Three per Cent. Annuities.
	Cash received for Rent and Dividends, including last year's balance, 34 *l.* 9 *s.* 3 *d.*
	Cash paid, Insurance, Repairs, Coals distributed to Inmates, and Sundries, 16 *l.* 13 *s.*
	Balance in the hands of the Trustees, 17 *l.* 16 *s.* 3 *d.*
Liverpool - - -	1,600 *l.* Bonds of the Dock Company of the Town of Liverpool, received from the Committee of the Nelson Fund.
	Cash received for Interest on Bonds (including 21 *l.* 4 *s.* for last year's Balance), 95 *l.* 12 *s.*
	Cash paid to 13 Masters and 13 Widows, 78 *l.* 1 *s.*
	Balance in the hands of the Trustees, 17 *l.* 11 *s.*

WAGES AND EFFECTS OF DECEASED SEAMEN.

ACCOUNT of the SUMS received, from the 1st January to the 31st December 1868, for the WAGES and EFFECTS of DECEASED SEAMEN, and of the PAYMENTS made for the same Period.

	£.	s.	d.	£.	s.	d.
Balance in hand on 31st December 1867, as shown in the preceding Account -				81,124	11	3
Amount received in 1868 from the Masters of Vessels, and from the Collectors of Customs in the Colonies, and from Her Majesty's Consuls abroad, for Wages and Effects of 4,872 Deceased Seamen - - - - - -				27,672	11	9
Interest received on 60,000 *l.* Exchequer Bills - - - - - -				1,170	–	–
				109,967	3	–
Amount paid in 1868 to the Relatives and Representatives of 2,685 Deceased Seamen - - - - - - -	20,444	3	10			
Amount unclaimed, received prior to 1st January 1862, paid into Her Majesty's Exchequer - - - - - - -	7,393	16	6			
				27,838	–	4
BALANCE unclaimed on 31st December 1868 - - £.				82,129	2	8

Particulars of Balance, viz.:	£.	s.	d.
For Cash in the hands of Her Majesty's Paymaster General -	20,668	7	5
For Exchequer Bills - - - - - - - - - -	60,000	–	–
For Advance, to be repaid from the Mercantile Marine Fund -	741	1	8
For Advance, to be repaid from the Vote for Relief of Distressed Seamen - - - - - - - - - - -	719	13	7
£.	82,129	2	8

Board of Trade,
13 May 1869.

H. R. Williams,
Accountant.

ACCOUNT of the Receipt and Expenditure under the Seamen's Fund Winding-up Act, from 1 January to 31 December 1868; with an Account of the Sums Received and Paid for the Wages and Effects of Deceased Seamen in the Year 1868.

(*Pursuant to Acts* 14 *&* 15 *Vict. c.* 102, *s.* 59, *and* 17 *&* 18 *Vict. c.* 104, *s.* 202.)

Ordered, by The House of Commons, *to be Printed*, 1 *June* 1869.

MERCHANT SERVICE.

RETURN to an Order of the Honourable The House of Commons, dated 7 June 1869;—*for*,

RETURN "showing the Number, Ages, Ratings, and Causes of Death of SEAMEN reported to the Board of Trade as having DIED in the BRITISH MERCHANT SERVICE during the Year 1868—(in continuation of Parliamentary Paper, No. 295, of Session 1867-8)."

Board of Trade, 7 June 1869.

T. H. FARRER.

(*Mr. John Bright.*)

Ordered, by The House of Commons, *to be Printed*, 8 *June* 1869.

RETURN showing the Number, Ages, Ratings, and Causes of Death of SEAMEN reported to t
of Trade as having DIED in the BRITISH MERCHANT SERVICE during the Year 1868.

(A.)—NUMBER AND CAUSES OF DEATHS.

Note.—The classification in Table (A.) is prepared from the various reports of the causes of death made by the masters of vessels to which the men belonged. The return contains some of the cases of deaths colonial ships; it contains also many, if not most, of the cases of men who die abroad after their discharge British ships, but not the cases of men who die under similar circumstances in the United Kingdom.

CLASS.	CAUSES OF DEATH.	1868.	
1	Fevers:		
	Yellow fever	155	
	Intermittent fever or ague	34	
	Continued fever (under various names)	340	
			529
2	Eruptive Fevers or Rashes:		
	Small-pox	15	
	Measles	1	
			16
3	Diseases of the Brain and Nervous System:		
	Apoplexy, paralysis, epilepsy, delirium tremens, lock jaw, fits, brain disease, &c.		116
4	Diseases of the Heart and great Blood-vessels:		
	Heart disease, aneurism, hypertrophy, &c.		108
5	Diseases of the Lungs and Air Passages:		
	Quinsy, bronchitis, pneumonia, pleurisy, asthma, catarrh, laryngitis, &c.	83	
	Consumption	171	
			254
6	Diseases of the Stomach, Bowels, Liver, and Digestive Organs:		
	Cholera	175	
	Dysentery	216	
	Inflammation, diarrhœa, &c.	100	
			491
7	Diseases of the Urinary and Genital Organs:		
	Diseases of kidney, bladder, stricture, venereal, &c.		36
8	Diseases of the Skin and Cellular Tissue:		
	Abscess, ulcer, gangrene, tumour, erysipelas, &c.		18
9	Rheumatism and Gout:		
	Rheumatic fever, &c.		11
	Carried forward		1,579

Causes of Death.	1868.		1867.
Brought forward - - -	- -	1,579	1,741
Scurvy - - - - - - - - - - - - -	- -	26	52
Other diseases - - - - - - - - - - - -	- -	138	82
Natural causes - - - - - - - - - - - -	- -	39	31
Accidental Deaths:			
Drowned by wreck - - - - - - - - - -	1,785		
„ accident other than wreck - - - - - -	1,141		
Other accidental deaths - - - - - - - - -	281		
		3,207	3,188
Murder and homicide - - - - - - - - - - -	- -	16	16
Suicide - - - - - - - - - - - - - -	- -	23	16
Unknown causes - - - - - - - - - - - -	- -	209	157
Total - - -	- -	5,237	5,283

(B.)—Ages.	1868.	1867.
20 - - - - - -	1,056	932
20 to 30 - - - - -	2,111	2,442
31 „ 40 - - - - -	766	799
41 „ 50 - - - - -	326	353
51 „ 60 - - - - -	90	99
60 - - - - - - -	17	7
own - - - - - -	871	651
Total - - -	5,237	5,283

(C.)—Ratings.	1868.	1867.
Mates - - - - - -	409	434
Midshipmen - - -	3	3
Quartermasters - - - -	10	11
Boatswains - - - -	125	160
Able seamen - - - -	1,935	2,015
Ordinary seamen - - -	567	612
Apprentices and boys - -	441	433
Surgeons - - - - -	12	11
Cooks and stewards - - -	360	360
Carpenters - - - -	131	170
Sailmakers - - - -	33	37
Minor capacities - - -	75	163
Engineers - - - -	57	64
Firemen - - - - -	143	117
Stowaways - - - -	11	7
Unknown - - - -	925	686
Total - - -	5,237	5,283

3 May 1869.

Jno. J. Mayo,
Registrar General of Seamen.

4.

MERCHANT SERVICE.

RETURN showing the Number, Ages, Ratings, and Causes of Death of SEAMEN reported to the Board of Trade as having DIED in the BRITISH MERCHANT SERVICE during the Year 1868—(in continuation of Parliamentary Paper, No. 295, of Session 1867–8).

(*Mr. John Bright.*)

Ordered, by The House of Commons, *to be Printed,*
8 *June* 1869.

Under 1 *oz.*

MERCHANT SHIPPING.

RETURN to an Order of the Honourable The House of Commons, dated 28 June 1869;—*for*,

ACCOUNT "of the SUMS collected from the MERCHANT SHIPPING of the UNITED KINGDOM in the shape of FINES, FORFEITURES for DESERTION, &c., and UNCLAIMED WAGES of Deceased SEAMEN, paid into, and now forming part of, the CONSOLIDATED FUND of the UNITED KINGDOM, under the Provisions of 'The Merchant Shipping Act, 1854,' during the Years 1866, 1867, and 1868, distinguishing each Year and each Class under each Department (in continuation of Parliamentary Paper, No. 389, of Session 1867–8)."

Board of Trade,
9 July 1869.

T. H. FARRER.

ACCOUNT of the SUMS collected from the MERCHANT SHIPPING of the UNITED KINGDOM in the shape of FINES, FORFEITURES for DESERTION, &c., and UNCLAIMED WAGES of Deceased SEAMEN, paid into, and now forming part of, the CONSOLIDATED FUND of the UNITED KINGDOM, under the Provisions of "The Merchant Shipping Act, 1854," during the Years 1866, 1867, and 1868, distinguishing each Year and each Class under each Department (in continuation of Parliamentary Paper, No. 389, of Session 1867–8).

YEAR.	Fines and Forfeitures for Desertion, &c.	Unclaimed Wages of Deceased Seamen paid into, and now forming part of, the Consolidated Fund.
	£. s. d.	£. s. d.
1866 - - - -	198 9 10	—
1867 - - - -	349 11 7	7,783 6 –
1868 - - - -	182 6 3	7,393 16 6

R. G. C. Hamilton, Accountant.

MERCHANT SHIPPING.

ACCOUNT of the SUMS collected from the MERCHANT SHIPPING of the UNITED KINGDOM in the shape of FINES, FORFEITURES for DESERTION, &c., and UNCLAIMED WAGES of Deceased SEAMEN, paid into, and now forming part of, the CONSOLIDATED FUND of the UNITED KINGDOM, under the Provisions of "The Merchant Shipping Act, 1854," during the Years 1866, 1867, and 1868, distinguishing each Year and each Class under each Department (in continuation of Parliamentary Paper, No. 389, of Session 1867-8).

(*Mr. Lusk.*)

Ordered, by The House of Commons, *to be Printed,*
20 *July* 1869.

MERCHANT SHIPS (SEAMEN'S ACCOMMODATION).

RETURN to an Order of the Honourable The House of Commons, dated 31 May 1869;—*for*,

COPIES "of any APPLICATIONS or LETTERS received by the Board of Trade on the subject of ACCOMMODATION of SEAMEN in MERCHANT SHIPS; and of any LETTERS written or INSTRUCTIONS issued by the Board of Trade on the subject:"

"And, of any PAPERS showing the Results of any Inquiries instituted by the Board of Trade on the subject (in continuation of Parliamentary Paper, No. 125, of Session 1867)."

Board of Trade, 26 January 1870.

T. H. FARRER.

(*Mr. Lusk.*)

Ordered, by The House of Commons, *to be Printed*, 30 *July* 1869.

LIST OF PAPERS.

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1	M.	32	1868: 1 January - Superintendent, Hammet Street, to Board of Trade	1
2	M.	68	1867: 26 December - Andrew Grierson, Esq., to Board of Trade	1
3	M.	68	1868: 7 January - Board of Trade (Minute) to Receiver, Lerwick	2
4	M.	68	18 „ - Receiver, Lerwick, to Board of Trade	2
5	M.	68	28 „ - Board of Trade to Collector of Customs, Lerwick	3
6	M.	68	29 „ - Board of Trade to Messrs. Walter Colvin & Thomas Stone	3
7	M.	68	31 „ - Board of Trade to Captain Robertson	4
8	M.	134	3 „ - Mr. W. Dart to Board of Trade	4
9	M.	269	7 „ - Plymouth Surveyor to Board of Trade	4
10	M.	269	9 „ - Mr. Barber to Board of Trade	5
11	M.	269	13 „ - Plymouth Surveyor to Board of Trade	6
12	M.	269	15 „ - Mr. Barber to Board of Trade	7
13	M.	269	21 „ - Plymouth Surveyor to Board of Trade	8
14	M.	269	28 „ - Board of Trade to Mr. Barber	9
15	M.	269	29 „ - Mr. Barber to Board of Trade	10
16	M.	269	30 „ - Board of Trade to Plymouth Surveyor	11
17	M.	312	8 „ - Hull Surveyor to Board of Trade	11
18	M.	312	10 „ - Mr. Barber to Board of Trade	12
19	M.	312	11 „ - Board of Trade to Hull Surveyor	12
20	M.	679	17 „ - Leith Surveyor to Board of Trade	12
21	M.	679	20 „ - Mr. Barber to Board of Trade	13
22	M.	679	21 „ - Board of Trade to Leith Surveyor	13
23	M.	775	18 „ - Commissioners of Customs to Board of Trade	13
24	M.	775	23 „ - Board of Trade to Commissioners of Customs	14
25	M.	919	14 February - Board of Trade to Commissioners of Customs	15
26	M.	1059	24 January - Dublin Surveyor to Board of Trade	15
27	M.	1059	29 „ - Mr. Barber to Board of Trade	16
28	M.	1059	30 „ - Board of Trade to Dublin Surveyor	16
29	M.	1079	25 „ - Messrs. Robert Duncan & Co. to Board of Trade	16
30	M.	1079	31 „ - Board of Trade to Messrs. Robert Duncan & Co.	17
31	M.	1346	31 „ - Commissioners of Customs to Board of Trade	17
32	M.	1346	7 February - Board of Trade to Commissioners of Customs	19
33	M.	1412	1 „ - Messrs. Robert Duncan & Co. to Board of Trade	19
34	M.	1412	4 „ - Board of Trade to Messrs. Robert Duncan & Co.	20
35	M.	1448	31 January - City of Dublin Steam Company to Board of Trade	20
36	M.	1448	14 February - Board of Trade to City of Dublin Steam Company	20
37	M.	1487	31 January - London Surveyor (Mr. Traill) to Board of Trade	21
38	M.	1912	13 February - Messrs. R. & J. Craig to Board of Trade	22
39	M.	1912	3 March - Board of Trade to Messrs. R. & J. Craig	22
40	M.	1912	19 February - Board of Trade to Commissioners of Customs	22
41	M.	1930	13 „ - Messrs. Thomson & Co. to Board of Trade	23
42	M.	1930	21 „ - Board of Trade to Messrs. Thomson & Co.	23
43	M.	1979	14 „ - Liverpool Surveyor to Board of Trade	24
44	M.	1979	18 „ - Mr. Barber to Board of Trade	26
45	M.	1979	19 „ - Board of Trade to Liverpool Surveyor	26
46	M.	2052	17 „ - Commissioners of Customs to Board of Trade	26
47	M.	2175	19 „ - Messrs. George Smith & Sons to Board of Trade	27
48	M.	2202	20 „ - Messrs. George Smith & Sons to Board of Trade	28
49	M.	2175	21 „ - Board of Trade to Messrs. George Smith & Sons	28
50	M.	2175	21 „ - Board of Trade to Commissioners of Customs	29
51	M.	2225	19 „ - Mr. John W. Simpson to Board of Trade	30
52	M.	2225	26 „ - Board of Trade to Mr. J. W. Simpson	30
53	M.	2230	21 „ - Messrs. Robertson & Co. to Board of Trade	31
54	M.	2230	21 „ - Board of Trade to London Surveyor (Mr. Traill)	32
55	M.	2242	20 „ - Mr. J. H. Nicholson to Board of Trade	32
56	M.	2242	22 „ - Mr. Barber to Board of Trade	32
57	M.	2242	26 „ - Board of Trade to Surveyor, South Shields	33
58	M.	2279	21 „ - Commissioners of Customs to Board of Trade	33
59	M.	2479	27 „ - Messrs. G. Smith & Sons to Board of Trade	33
60	M.	2479	28 „ - Board of Trade to Mr. Barber	34
61	M.	2494	27 „ - Commissioners of Customs to Board of Trade	34
62	M.	2668	3 March - Bridgwater Collector of Customs to Board of Trade	35
63	M.	2668	7 „ - Board of Trade to Bridgwater Collector of Customs	35
64	M.	2679	2 „ - Liverpool Surveyor to Board of Trade	35
65	M.	2679	4 „ - Board of Trade to Liverpool Surveyor	36
66	M.	2708	3 „ - Mr. W. H. Palmer to Board of Trade	36
67	M.	2708	13 „ - Board of Trade to Mr. Palmer	36
68	M.	2781	5 „ - Mr. Robert Plummer to Board of Trade	37
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151	M.	7573	5 August - Commissioners of Customs to Board of Trade - - - - -	7
152	M.	7625	7 „ - Glasgow Surveyor to Board of Trade - - - - - -	7
153	M.	7625	10 „ - Board of Trade to Glasgow Surveyor - - - - - -	7
154	M.	8302	7 September Hull Surveyor to Board of Trade - - - - - - -	7
155	M.	8303	- „ - Circular, No. - - - - - - - - -	7
156	M.	8458	12 „ - Mr. William Chellrus to Board of Trade - - - - -	7
157	M.	8458	21 „ - Board of Trade to Mr. William Chellrus - - - - -	7
158	M.	8589	17 „ - Mr. Barber to Board of Trade - - - - - - -	7
159	M.	8589	18 „ - Board of Trade to Glasgow Surveyor - - - - - -	7
160	M.	8589	22 „ - Glasgow Surveyor to Board of Trade - - - - - -	7
161	M.	8589	25 „ - Board of Trade to Mr. Barber - - - - - - -	7
162	M.	8589	9 October - Mr. Barber to Board of Trade - - - - - - -	8
163	M.	9505	21 „ - Dublin Surveyor to Board of Trade - - - - - -	8
164	M.	9505	22 „ - Board of Trade to Dublin Surveyor - - - - - -	8
165	M.	9505	- - - Dublin Surveyor to Board of Trade - - - - - -	8
166	M.	9664	24 October - City of Dublin Steam Company to Board of Trade - - - -	8
167	M.	9664	31 „ - Board of Trade to City of Dublin Steam Company - - - -	8
168	M.	9664	31 „ - Board of Trade to Commissioners of Customs - - - -	8
169	M.	9664	7 December - Board of Trade to Mr. Barber - - - - - - -	8
170	M.	10964	7 „ - Commissioners of Customs to Board of Trade - - - -	8
171	M.	10964	9 „ - Board of Trade to Mr. Barber - - - - - - -	8
172	M.	10964	11 „ - Mr. Barber to Board of Trade - - - - - - -	8
173	M.	10964	29 „ - Board of Trade to City of Dublin Steam Company - - - -	8
174	M.	10964	29 „ - Board of Trade to Commissioners of Customs - - - -	8
175	M.	11334	18 „ - Dublin Surveyor to Board of Trade - - - - - -	8
176	M.	11334	21 „ - Board of Trade to Solicitor to Customs - - - - - -	8
177	M.	11334	22 „ - Solicitor to Customs to Board of Trade - - - - - -	8
178	M.	11485	23 „ - Dublin Surveyor to Board of Trade - - - - - -	8
179	M.	11596	29 „ - Southampton Surveyor to Board of Trade - - - - -	8
180	M.	11596	31 „ - Board of Trade to Southampton Surveyor - - - - -	8
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181	M.	113	2 January - City of Dublin Steam Packet Company to Board of Trade - - -	9
182	M.	594	15 „ - London Surveyor to Board of Trade - - - - - -	9
183	M.	594	19 „ - Board of Trade to London Surveyor - - - - - -	9
184	M.	846	22 „ - London Surveyor to Board of Trade - - - - - - -	9
185	M.	846	1 February - Board of Trade to Messrs. Malcomson Brothers - - - -	9
186	M.	849	25 January - London Surveyor to Board of Trade - - - - - -	9
187	M.	849	29 „ - Board of Trade to Sewers Office - - - - - - -	9
188	M.	1135	1 February - Sewers Office to Board of Trade - - - - - - -	9
189	M.	1135	8 „ - Board of Trade to General Steam Navigation Company - - - -	9
190	M.	1144	1 „ - London Surveyor to Board of Trade - - - - - -	9
191	M.	1173	11 „ - Board of Trade to General Steam Navigation Company - - - -	9
192	M.	1439	12 „ - Mr. A. G. Robinson to Board of Trade - - - - - -	9
193	M.	2350	13 March - Liverpool Surveyors to Board of Trade - - - - - -	9
194	M.	2350	16 „ - Board of Trade to Liverpool Surveyors - - - - - -	9
195	M.	2350	19 „ - Liverpool Surveyors to Board of Trade - - - - - -	9
196	M.	2350	30 „ - Mr. Barber to Board of Trade - - - - - - -	9
197	M.	2495	17 „ - Newcastle Collector to Board of Trade - - - - - -	9
198	M.	2497	24 „ - Board of Trade to Mr. R. Storey - - - - - - -	9
199	M.	2743	25 „ - Mr. R. Storey to Board of Trade - - - - - - -	9
200	M.	2827	29 „ - Mr. James Lucock to Board of Trade - - - - - -	9
201	M.	2827	5 April - Board of Trade to Mr. James Lucock - - - - - -	9
202	M.	3125	7 „ - Mr. Sidney Taudeven to Board of Trade - - - - - -	9
203	M.	3125	21 „ - Board of Trade to Mr. Sidney Taudeven - - - - - -	10
204	M.	3392	15 „ - Alloa Collector of Customs to Board of Trade - - - - -	10
205	M.	3534	20 „ - Liverpool Surveyors to Board of Trade - - - - - -	10
206	M.	3534	24 „ - Board of Trade to Mr. T. Longrigg - - - - - -	10
207	M.	3534	24 „ - Board of Trade to Mr. W. A. Parker - - - - - -	10
208	M.	3534	24 „ - Board of Trade to Messrs. Hargrove, Furguson, & Co. - - - -	10
209	M.	3662	22 „ - Commissioners of Customs to Board of Trade - - - - -	10
210	M.	3662	5 October - Mr. Barber to Board of Trade - - - - - - -	10
211	M.	3705	24 April - Messrs. Stephens & Co. to Board of Trade - - - - -	10
212	M.	3705	26 „ - Board of Trade to Surveyor of Hull - - - - - -	10
213	M.	3716	26 „ - Messrs. Hargrove, Fergusson & Jackson to Board of Trade - - -	10
214	M.	3718	26 „ - Mr. W. A. Parker to Board of Trade - - - - - -	10
215	M.	3924	1 May - Mr. Thomas Longrigg to Board of Trade - - - - - -	10
216	M.	4214	10 „ - Mr. Barber to Board of Trade - - - - - - -	10
217	M.	5248	12 June - Mr. John Colson to Board of Trade - - - - - -	10
218	M.	5248	14 „ - Board of Trade to Plymouth Surveyor - - - - - -	10
219	M.	5805	2 July - Hull Local Board of Health to Board of Trade - - - - -	10
220	M.	5805	5 „ - Hull Surveyor to Board of Trade - - - - - - -	10
221	M.	5805	9 „ - Board of Trade to Messrs. Wilson & Co. - - - - - -	10
222	M.	6074	10 „ - Messrs. Wilson & Co. to Board of Trade - - - - - -	11

COPIES of APPLICATIONS or LETTERS received by the Board of Trade on the subject of ACCOMMODATION of SEAMEN in MERCHANT SHIPS; and of LETTERS written or INSTRUCTIONS issued by the Board of Trade on the subject:—And, of PAPERS showing the Results of Inquiries instituted by the Board of Trade on the subject (in continuation of Parliamentary Paper, No. 125, of Session 1867).

— No. 1. —

(M. 32.)

Superintendent, Hammet-street, to Board of Trade.

Mercantile Marine Office, Hammet-street, E.C.,
1 January 1868.

Sir,

ANNEXED, I beg leave to forward the complaint of the seaman Henry Vincent, of the ship "Frances," now laying off Messrs. Wigram's yard. Vincent states that the accommodation for the crew is unfit to live in, and that he has been taken ill in consequence, and obliged to go to the hospital ship "Dreadnought." The ship is undergoing some repair, which will not detain her more than a day or two, when she will proceed on her voyage.

Yours, &c.
(signed) *H. Pengelley,*
Superintendent.

The Assistant Secretary,
Board of Trade.

N.B.—Mr. Gladstone was requested to inspect the forecastle of the "Frances," and on his proceeding to Messrs. Wigram's dock for that purpose, found the vessel had sailed for Cardiff that morning.

Enclosure in No. 1.

I, HENRY VINCENT, make a complaint about the ship "Frances," as follows:—That the forecastle is damp, and in a beastly state, unfit for any men to live in. We went down to Gravesend on the 21st; and Sunday, the 22nd, while laying there, I told the captain, or pilot acting captain, that the forecastle was not fit to go to sea in, and that I should like to leave her; he told me that it was not his fault, that he knew nothing about the forecastle, and that I ought to have made the complaint before. I told him that I had only been one night in her. He said that we should have the boyn down in the forecastle to dry it up, but we did not get it. In consequence of the state of the forecastle, after I had been on board of her for six or seven days, I had to lay up, having taken cold and rheumatism, through the dampness of the forecastle.

(signed) *Henry Vincent.*

Witness—*John Warren,* Hammet-street.

— No. 2. —

(M. 68.)

Andrew Grierson, Esq., to Board of Trade.

Sir,

Lerwick, 26 December 1867.

BY the Merchant Shipping Act of 1867 certain regulations are made as to accommodation for the crew, and extended to all vessels however engaged. The Act contemplates a surveyor, whose certificate of the requirements being complied with will stop all complaint on the part of the crew or anyone else.

I am a shipowner to a small extent. My vessel is now in dock here, and I can make any alterations that may be requisite with little inconvenience. Early in April I will send my vessel to the cod fishing, with a crew of 14 or 15 men, and it will be a great hardship either to have to alter the vessel when she should

be at sea or be fined for non-compliance with the Act, when I cannot say exactly what will meet its requirements. There are between 30 and 40 small vessels in Shetland engaged in the same business as mine, and equally in need of survey. I beg the Board will take the matter into consideration, and appoint a surveyor for this port without loss of time.

I am, &c.
(signed) *Andrew Grierson.*

To the Secretary of the Board of Trade,
Marine Department.

— No. 3. —

(M. 68.)

Board of Trade (Minute) to Receiver, Lerwick.

The Receiver, Custom House, Lerwick,
Is requested to report the name of some person competent to survey the hulls and forecastles of ships. If the person named should have a knowledge of engineering it would be an advantage.

7 January 1868. (signed) *Thomas Gray.*

— No. 4. —

(M. 68.)

Receiver, Lerwick, to Board of Trade.

Sir, Custom House, Lerwick, 18 January 1868.

In obedience to the above instructions, I beg respectfully to state that there are only two shipbuilders, or more properly ship carpenters (there being no *ship*-building in Shetland), of any experience, or who are permanently employed, as such, in repairing vessels. One is Mr. Walter Colvin, Freefield, Lerwick, who is about 55 or 60 years of age. He is, and for a long period has been, in the employment of Messrs. Hay & Co., extensive merchants and shipowners at this port. He conducts the ordinary repairs of their vessels, and of other and damaged vessels requiring repairs at this port or district. So far as my personal knowledge goes, he seems to be a very active, steady, and respectable man. The other carpenter is Mr. Thomas Stone, Lerwick. He is about the same age as Colvin. Besides being employed repairing houses, he also repairs vessels of other shipowners at Lerwick, and has also had considerable experience in repairing damaged vessels. He is also an active man. Both Colvin and Stone were trained as ship carpenters; but neither of them have had any experience in respect to steam vessels.

I beg to state that some time prior to the receipt of this Minute Paper, both the men I have named spoke to me about such an appointment. At the time I could not inform them if a surveyor would be specially appointed for Shetland. As they each obtained from me your address, I was led to think they had severally applied for the office. On inquiring, they now inform me that neither did so; but each states his intention of doing so by first weekly mail.

I think it proper to report that, as might be anticipated in a small and isolated community like Lerwick, there prevails a great amount of petty jealousy and bitter personal feeling among the local owners of the fishing vessels; and I have ascertained that the appointment of either Colvin or Stone would be viewed with dissatisfaction by the supporters of the unsuccessful applicant.

By your Circular to Superintendents, dated 16th December 1866 (No. 249, W. 5199), I observe there is a surveyor of steam vessels resident at the port of Kirkwall. If it was not deemed proper to ignore the unreasonable feeling I have referred to, it might be a matter for the consideration of the Board of Trade if it would be expedient, in the meantime, to include the Shetland Isles in the district of the surveyor at Kirkwall. No doubt there would be a certain amount of inconvenience in such an arrangement.

Respectfully submitted,
(signed) *Jno. Gatherer,*
Receiver of Wreck.

The Assistant Secretary,
Marine Department, Board of Trade.

— No 5. —

(M. 68.)

Board of Trade to the Collector of Customs, Lerwick.

The Collector of Customs, Lerwick,

Is informed that the President of this Board has been pleased to appoint Mr. Walter Colvin and Mr. Thomas Stone, as joint surveyors for the port and district of Lerwick.

They will be required to confine their duties to the inspection of crew spaces under the Merchant Shipping Act, 1867.

The Collector is requested to have the goodness, in accordance with the directions on the annexed minute and sanctioned by his Grace, to decide what vessels are to be inspected by the one surveyor and what by the other.

It will be the duty of the surveyors to look to the Collector for directions in this respect.

The forms of appointment are enclosed, and the Collector is requested to hand them to Mr. Walter Colvin and Mr. Thomas Stone respectively; also two tape measures and specimens of the forms to be used by them in their duties.

28 January 1868. (signed) *Thomas Gray.*

— No. 6. —

(M. 68.)

Board of Trade to Mr. *Walter Colvin.*

Board of Trade, Whitehall,
29 January 1868.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 15th instant, applying for the appointment of surveyor under Part IV. of the Merchant Shipping Act, 1854.

In reply, I am to inform you that the President of this Board has been pleased to appoint you as a shipwright surveyor of steam ships under the Merchant Shipping Act, 1854, for the port and district of Lerwick.

This district will include the Shetland Islands.

I am to inform you, however, that although you are appointed a shipwright surveyor, you will not be required to survey steam vessels for passenger certificates, but you should confine your duties to the inspection of crew spaces under section 9 of the Merchant Shipping Act, 1867.

I am also to inform you, that Mr. Thomas Stone has been appointed as joint surveyor with yourself for the same port and district, and you are to understand that it will rest with Mr. Gatherer, the Collector of Customs at Lerwick, to decide which vessels you are to inspect, and which your colleague is to inspect. You are, therefore, to look to him for instructions in this respect.

With regard to the question of remuneration, I am to state that the Board of Trade will take into consideration, at the end of one year, the number and class of vessels you have inspected, and remunerate you accordingly.

In conclusion, I am to add, that this appointment will continue only during the pleasure of the Board of Trade, and that it will cease and determine on a letter to that effect being written to you under the signature of a secretary, or an assistant secretary to the said Board.

A tape measure is enclosed, and Forms Stm 25, 26, 27, 28, 29, and 30, which you will require to use in your duties. 12 of each Form.

Any further supply must be obtained in the usual way from Mr. Gatherer.

I am, &c.
(signed) *Thomas Gray.*

Mr. Walter Colvin,
care of Collector of Customs, Lerwick.

N.B.—A similar letter was sent to Mr. Thomas Stone, care of Collector of Customs, Lerwick.

— No. 7. —

(M. 68.)

Board of Trade to Captain *Robertson*.

Board of Trade, Whitehall,
Sir, 31 January 1868.

I AM directed by the Board of Trade to inform you that, in consequence of the difficulty of communication between the Shetland Isles and either the main land of Scotland or the Orkney Isles, they have appointed Mr. Walter Colvin and Mr. Thomas Stone, joint shipwright surveyors for the Port of Lerwick and the Shetland Isles.

They have been directed, however, to confine their duties to the inspection of crew spaces under the Merchant Shipping Act, 1867.

I am to add, that the object in appointing both these men is to prevent any feeling of illwill which the appointment of only one of them would have caused on the part of the supporters of the rejected candidate.

The Collector of Customs will decide what vessels each is to inspect, so as to prevent either of them inspecting a vessel in the building or repairing of which he has been employed.

I am, &c.
(signed) *Thomas Gray.*

Captain Robertson, Royal Navy,
Surveyor General of Steam Vessels,
5, East India Avenue.

— No. 8. —

(M. 134.)

Mr. *W. Dart* to Board of Trade.

Sir, 3 January 1868.

REFERRING to Merchant Shipping Act, 1867, I beg to inform you that my brig "Thermuthis," official No. 1401, is now in this harbour, will be ready for sea in a few days, and is now ready for inspection; I therefore beg you will be pleased to give instructions to the surveyor for this district to attend at his earliest convenience to inspect the space for crew, &c. &c.

Your earliest attention will oblige.

I am, &c.
(signed) *W. Dart,*
Managing Owner.

The Assistant Secretary,
Marine Department, Board of Trade.

The Plymouth Surveyor was requested to attend to this application.

— No. 9. —

(M. 269.)

Plymouth Surveyor to Board of Trade.

Sir, Plymouth, January 1868.

IN obedience to your instructions conveyed in this Minute* (M. 134), I proceeded to Brixham and examined the crew spaces of the "Thermuthis," Mr. Hallett, the Collector of Customs, giving me the benefit of his assistance.

* See *ante*, No. 8, foot note.

The owners appeared anxious to comply with the Act, but there are certain points in the arrangements described hereafter, on which we have doubts, and therefore beg to submit the facts and ask further instructions.

1st. The lower forecastle is drained by properly constructed scuppers in the after corners, but they only lead into the space between the timbers, the drainage finding its way down the ship's sides to the limbers, as shown in the sketch marked A (*see* Diagram, No. 1). Is this sufficient, or is it necessary that pipes be fitted to convey the water direct?

2nd. The forecastle floor (*see* Diagram, No. 2) is caulked, but in it there are two trap-doors, B and C, that are not caulked. These open into, and afford access to, the spaces underneath, used as stores, D and E. The bulkhead F, separating

DIAGRAM Nº 1.

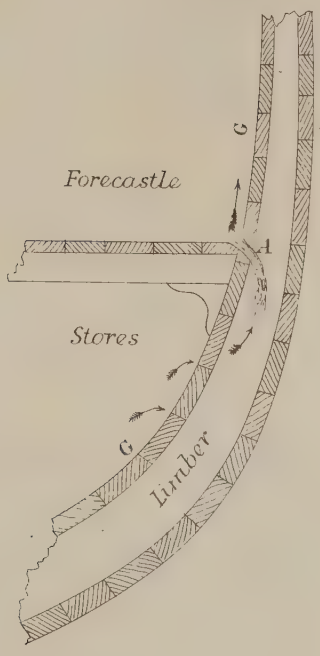
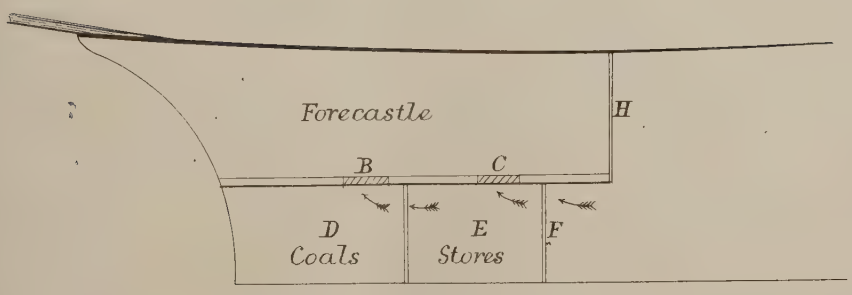


DIAGRAM Nº 2.



separating the cargo from these spaces, are *not* caulked, the effluvia from cargo, &c. consequently can pass through into the crew space.

3rd. The ceiling G, fig. 1, forming the sides of the forecastle, is not caulked in the spaces D and E, and therefore in a wood ship will permit effluvia to pass.

4th. The bulkhead H is tongued and grooved only, its tightness is therefore problematical.

5th. A large space 5′.8 × 4′.1 in the forecastle (partly boarded up), is used for stowing *hawsers*, frequently *wet*. This must be very injurious to the health of the crew, and in my opinion ought not to be tolerated, but I am not sure that I am justified in refusing to pass this arrangement.

6th. The owners also expect the cabin space to be considered as crew space and deducted from tonnage; this I have declined to accede to.

I have, &c.
(signed) *H. D. Grey.*

The Assistant Secretary,
Marine Department, Board of Trade.

N.B.—This was sent to Mr. Barber for his observations.

— No. 10. —

(M. 269.)

Mr. *Barber* to Board of Trade.

It is well that Mr. Grey has drawn attention to these matters. The surveyors cannot be too careful or cautious at first, for any arrangement they may now sanction will be hereafter quoted as a precedent at their own district, and will speedily be conveyed to other districts. At the same time it will not do to work the Act too hardly as regards the owner, or in such a way that the work, or arrangements or condition of the vessel, will be injuriously interfered with.

Taking Mr. Grey's questions and statements in the order in which he has put them, I say:—

1. That the arrangement for drainage is just such as the Instructions (page 9) say must not be allowed. "There must be proper scuppers, *leading from the floor of the forecastle to the limbers . . .*"

2. The bulkhead F should be caulked. When this has been done, it will be sufficient if the scuttles or trap-doors are chinsed with a thread of oakum. It is not necessary that they should be caulked as permanently as the deck is caulked.

3. The surveyor must *exercise his judgment* with regard to the ceiling. Noxious vapours from the hold must be weighed against confined unwholesome gases from the ship's timbers and planking, and both must be considered with regard to the probability of the ship being speedily attacked by dry rot if every steam and crevice of the ceiling is tightly caulked. Nothing is more essential to the sweetness and preservation of a wooden ship than a free and unchecked current of air between the timbers and planking. The ceiling in the hold should be, and in the forecastle may be, caulked, but there should be air openings or gratings *close up to the upper deck*, out of which foul air will pass, and be drawn over the heads of the crew, through the ventilators in the upper deck.

4. If the planks of the bulkhead H have not shrunk, and the tongues have not split, and if the bulkhead is in all other respects in good condition, it may, as it is tongued and grooved, be considered sufficient; but its tightness ought not to remain problematical.

5. The space occupied by the hawsers should, of course, be excluded from the measurement of the crew space. It is partly boxed up. Can it not be wholly boxed up? But if it cannot the surveyor must not insist upon the removal of the hawsers. All that the surveyor has to do is to deduct, or not include, the space which they occupy.

6. If the officers or petty officers, or boys or stewards, or any persons coming within the legal definition of "seaman," as stated in the third paragraph of the Introduction to the Instructions, are berthed in the *cabin*, the owner is entitled to have the aggregate clear space occupied by them deducted from the tonnage, provided that all the provisions of the Act with regard to size, light, ventilation, drainage, &c., are complied with, and that the number which can be accommodated is permanently cut in every such space in the terms of the Act.

9 January 1868. (signed) *Geo. Barber.*

N.B.—This was sent to the Plymouth Surveyor for his information and guidance.

— No. 11. —

(M. 269.)

Plymouth Surveyor to Board of Trade.

It is very satisfactory to me to find Mr. Barber's opinions so far in unison with my own. The questions raised are not hostile to the owner, and it is his interest to have them definitely settled, seeing that the "Act" enables any seaman to open these questions at any time or port, and a difference of opinion among surveyors may cause owners unnecessary expense and difficulty.

2. This question was intended to elicit whether access should or should not be permitted into the stores under and through a forecastle standing deck, and not as to whether caulking or chinsing is sufficient; either would of course do if undisturbed, but it cannot be expected that trap-doors, admitted to be in constant use, will be chinsed each time of opening. However, as wet and mouldy ropes will be permitted to be stored in crew spaces, the question of the escape of a few feet of effluvia into the crew space loses its importance.

3. The remark respecting the ventilation of timber spaces for the prevention of *dry rot* applies to naval and large passenger ships, but I apprehend has no bearing on the present question, or applies to ordinary merchant vessels, for the latter, when fitted with air passages, have *stoppers*, that are carefully closed when the ship is loaded, otherwise the cargo, say grain, guano, &c., would fill these spaces, and decomposing would tend to the destruction of the ship; and if Mr. Barber's recommendation for removing effluvia be adopted I fear the health of the crew also.

4. When the hatches are battened down and made *air-tight* (which is always done when cargo is on board), it is clear that no pure air can pass into the hold. The timber spaces therefore fill with any *noxious* vapours evolved from the cargo, probably bones and green hides, and if its removal is attempted in the manner suggested, viz., through the crew space, it will increase the surveyor's difficulties, and will probably end in the *suffocation* of the occupants of the upper bed-places when a sailing ship is so heeled over, that the horizontal line of foul gas from the ventilator extends below the line of breathing. Fortunately *it is not* necessary for the surveyor to *exercise* his judgment in this matter, as the ceiling in crew spaces is made tight, either by the owner or the crew, and he has therefore only to see that the crew space is properly isolated from the hold, and made *impervious* to the penetration of foul gases, and therefore I asked the question marked No. 4.

5. To determine the principle of the construction of the bulkhead, as it is essential to the health of the crew that it shall not only be tight, at first, but that it shall remain so, when subjected to atmospheric changes, my opinion is that a bulkhead merely constructed of boards, tongued and grooved, will not remain permanently tight unless the same is *felted*, and then cross-boarded or covered with lead, for when new no surveyor can form an opinion of its internal fitting.

6. The

6. The difficulty is to know when the cabin is to be considered crew space, or when it is merely called crew space to reduce the tonnage. I fear the latter, in this case, as the "Thermuthis" has two other spaces measured, far more than required by the crew.

13 January 1868. (signed) *H. D. Grey.*

N. B.—This was sent to Mr. Barber for his information.

— No. 12. —

(M. 269.)

Mr. *Barber* to Board of Trade.

The Act says that the crew space is to be, "as far as practicable, properly shut off, and protected from effluvium." Now, if the bulkheads F and H are tight, and properly fitted at the ship's side, as they should be, and the part of the forecastle floor between the bulkheads is properly laid and caulked, the crew space will be *practically* shut off from effluvium arising from the cargo *in the hold.*

The question then arises, are the stores, carried under the floor of the crew space, of such a nature or description that effluvium, dangerous to the health of the crew, will be evolved? Now, in practice, the stores usually carried in the fore-peak are stores for the ship's use, put away by hand, and are not of a noxious nature. It was on the supposition that the stores stowed in the fore-peak of the "*Thermuthis*" would be similar to those stowed in the fore-peak of similar vessels that I wrote, "when this (the bulkhead F caulked) has been done, it will be sufficient if the scuttles or trap-doors are chinsed," for trap-doors are usually fitted into a stop or rabbet, and in most cases become as tight from wet and dirt as though they had been hard caulked. If trapdoors or scuttles are not permitted, how are men to get down, in these small vessels, to clean the limbers and bilges? No general rule can be laid down. The surveyor must exercise his knowledge and judgment, or submit each case that it may be decided upon its own merits. In this case, if the stores carried under the floor of the crew space are of such a nature that effluvia prejudicial to the health of the crew will arise from them, the trap-doors had better be caulked in as permanently as the deck is caulked.

In Mr. Grey's letter of the 7th it is stated, "The ceiling G, forming the sides of the forecastle, is *not* caulked, and, in a wooden ship, *will permit* effluvia to pass." Believing that statement to be correct, I thought it right to point out all the matters that should be considered under that head; but, in Mr. Grey's report of the 13th, it is stated, "the ceiling in crew spaces is *made tight* either by the owner or the crew." If the last statement is correct, and the ceiling is tight, then nothing more need be done.

Mr. Grey appears to have wholly misunderstood my language and my meaning with regard to ventilation. It was the crew space that was under consideration, and grain, guano, green hides, and bones are not carried in the crew space, but in the hold, from which I suppose the crew space to be properly shut off by the bulkheads F and H, and by the deck between them. My remarks were intended to apply to the vessel in question, and not to naval and large passenger ships. I said, "the ceiling in the hold (meaning, of course, the part of the hold shown in the sketch as being under the crew space) should be, and in the forecastle may be, caulked, but there should be air openings or gratings *close up to the upper deck.*" Now, these air openings are intended for the ventilation and preservation of that part of the ship shut off from the hold; and if it is properly shut off, as it should be, of what moment is it whether pure air ever enters the hold, or how can the hold be ventilated through a space from which it is properly shut off?

There is little difficulty in determining the condition of a bulkhead or its sufficiency for a given period. If the bulkhead of the "*Thermuthis*" is in a doubtful condition, the surveyor should have it put in a condition beyond doubt before he gives up his certificate.

Mr. Grey fears that the space in the cabin is "merely called crew space to

reduce the tonnage." If he will forward a sketch showing the place actually occupied by the crew, and the space in the cabin sought to be deducted, with the number of hands carried in each place, the question of allowance can be considered.

15 January 1868. (signed) *Geo. Barber.*

N.B.—This was sent to the Surveyor, Plymouth, for his information and guidance.

— No. 13. —

(M. 269.)

Plymouth Surveyor to Board of Trade.

Mr. Barber's report of the 10th instant is so carefully drawn up, that it would be difficult for any one to misunderstand his "*language*" or "*meaning*;" but some of his views are so novel and contrary to generally received sanitary principles, that I trust, if I have misapprehended him, I will be set right. I ask respectfully for an authoritative interpretation of the meaning of certain points in the Instructions, which are liable to be construed differently by surveyors, and not for a mere quotation of the words of the Act or the Instructions; both, I need hardly say, appeared to me perfectly clear and explicit until subjected to the test of practice.

For example, am I right in understanding Mr. Barber's answer to my first question to mean that drainage must be carried to the limbers direct in *pipes?* With this understanding I have communicated to the owners of the "Thermuthis," and to others, "that the drainage of lower forecastles must be carried to the limbers in *pipes* direct, carried either inside or outside the ceiling as convenient." They reply it is impracticable. (Letters from owner and builder enclosed.) *No* alteration has been made in the scuppers of the "Thermuthis," and it is contended that the drainage, as shown in my Sketch, No. 1 A, *complies literally* with the *wording*, and even spirit, of the Instructions; and this no doubt is true. It is objectionable in permitting gases from the *hold* and timber spaces to escape at a higher level than if the scupper pipes extended to the limbers, but this ceases to be an objection if the level of escape is raised higher "by *openings near the deck, as suggested.*"

I did not observe the omission in paragraph 3 of my letter of the 7th instant, referred to by Mr. Barber, nor does it affect the question at issue. The tenor of my questions clearly refer to the isolation of the crew space, and is illustrated by the diagrams, the arrows pointing out the course of the effluvia. Again, why should a surveyor consider the nature of the stores, &c., carried under crew spaces? He examines ships when free from cargo or stores, and his sole duty is to see that the crew space is made impervious to effluvia; nor is it necessary that noxious stores be placed in these spaces; several deaths have occurred in confined places without any stores, other than the cables being there. The difficulty in dealing with such spaces is now increased by a *new* regulation of Lloyd's requiring large air spaces to be cut in the ceilings below the forecastle, and extending each side through the bulkhead F. If openings are permitted through the forecastle deck, may it not be worth consideration whether the spaces underneath should not be fitted with independent ventilation?

The question of the ventilation of the hold through the timber spaces in the ceiling is one entirely of Mr. Barber's suggestion, and not mine. I have shown that *pure* air cannot be drawn from the hold, and the probable effect, if noxious gases are attempted to be "*drawn over the men's heads,*" as suggested, and this without reference to the well-known law of the diffusion of gases. It is perfectly well known that the rough fitting of the planking of a ship offers little obstruction to the passage of noxious vapours from timber space to space.

Mr. Barber says there is no difficulty in determining the condition of a bulkhead, or its sufficiency for a given period. The bulkhead of the "Thermuthis" is not in a doubtful condition; it is new, and fitted as described; but

but can Mr. Barber, or any surveyor, answer for its sufficiency for this ship's first voyage, viz., from *Cardiff* to *Porto Rico*, and if not, look at the dilemma that may arise. The certificate Stm. 27 may be given, and, on a complaint, Stm. 28 subsequently; that is, the tonnage may be altered twice on her first voyage. The strong opinion I have already given on this question is confirmed by one of the owners of this ship, and by several others, all shipmasters. They say that with certain cargoes the forecastle, or cabin, as the case may be, becomes *uninhabitable* at times, as these bulkheads do not shut off effluvia.

The "Thermuthis" has sailed; I cannot, therefore, send plans of her cabins.

I beg to ask for my future and present guidance if I am to exercise any discretion in measuring *cabins*, or shall I measure and allow for tonnage all space that the owners may require, provided all the provisions of the Act are complied with.

(signed) *H. D. Grey.*

21 January 1868.

Enclosure in No. 13.

Sir, Brixham, 13 January 1868.

I HAVE been in communication with our shipbuilder on the subject of extending the pipes down to the limbers of the "Thermuthis," in accordance with Mr. Gray's instructions, and now beg to enclose the master builder's letter to me on the subject, with enclosed drawing of the cants and bow frame, showing the impossibility of carrying down the pipes to the limbers.

The vessel being now laden ready for sea, bound to Cardiff, and cannot lay in the present dry harbour with cargo.

I am, &c.

H. Hallatt, Esq., Her Majesty's Customs, Brixham. (signed) *W. Dart.*

Dear Sir, Brixham, 13 January 1868.

I HAVE examined the scuppers in the forecastle of the brig "Thermuthis," with a view to carry down the pipe to the limbers, and I find, in consequence of the cant timbers and dead wood, it is impossible to carry them down between the timbers, as the cant timbers extend many feet abaft the forecastle bulkhead, and in like manner the same difficulty in the fore-cabin scuppers. Enclosed I send you a drawing* of the position of the cants.

* *See* Diagram, No. 1, facing page 10.

I am, &c.

Mr. W. Dart. (signed) *J. Barter,*
Shipbuilder.

— No. 14. —

(M. 269.)

Board of Trade to Mr. *Barber.*

28 January 1868.

I HAVE now gone into this case carefully, and wish for a more explicit statement from the Chief Shipwright Surveyor. I would wish for his remarks less in the nature of directions than as an expression of his own opinion, and as suggestions.

It appears to me to be quite clear that the crew space must be shut off from the hold, or cargo-carrying part of the vessel, and this cannot be done if the hold is in any way ventilated *into* the crew space over the heads of the crew. If the hold must be ventilated through the crew space, it must be through pipes or tubes that may pass through the space, but do not in any way permit the escape of gases into that space. I do not see how tongued boarding can remain so close as to prevent gases passing through it.

I also wish to be informed specially as to the drainage of lower forecastles. It appears to me that, unless the draining pipes are fitted with traps of some sort, that gas will come up into the forecastle as readily as water will flow out of it. Will Mr. Barber be good enough to explain this? Does not the water run from the forecastles into the hold; if so, will not gas escape from the hold into the forecastle?

Is Mr. Barber of opinion that wet ropes and stores may be carried in the forecastle, or does he not think that the spaces in which the ropes are carried should be permanently shut off from the forecastle, or, at all events, from the part where the men sleep, and should not the places where the damp ropes are, be ventilated independently of the crew space where the men sleep?

(signed) *Thomas Gray.*

The Chief Shipwright Surveyor.

— No. 15. —

(M. 269.)

Mr. *Barber* to the Board of Trade.

This sketch (*see* Diagram No. 2) (enlarged from Mr. Gray's) shows the arrangement of the crew space of the "Thermuthis."

I supposed that the crew space would be properly shut off from the "hold," or cargo-carrying part of the vessel, by the thick boundary line. The part of the vessel *abaft* this line is "hold;" the part *before* it is "forecastle and fore peak." But, in speaking of the ceiling under the forecastle, I said, "the ceiling in the *hold*," and the use of the term "hold" has caused my remarks about ventilation to be misunderstood. I never intended that the *cargo hold* should be ventilated through the crew space. What I meant was that, for the purpose of ventilating the fore-peak, there should be air openings *close up to the upper deck*. I meant such small openings as are to be seen in all merchant ships' cabins, either ornamentally cut by a joiner's keyhole saw, or covered with a piece of thin perforated zinc or wire gauze. The foul air or gas passes out of the holes; and, being close up to the upper deck, is carried, by the draught of cold air, out of the skylight or deck ventilators. The ship is benefited, and no inconvenience is felt by passengers or officers. Mr. Grey says, in his last reply, that as the level of escape is raised higher by "openings near the deck, as suggested," these openings cease to be an objection.

If the material is of sufficient thickness, well-seasoned, the tongues and edges properly fitted, then set with white or red lead, and the edges finally chinsed with oakum and payed with pitch or marine glue, a tongued-and-grooved bulkhead should be both air and water tight, and should remain so for a considerable time. If a surveyor has good reason to doubt the sufficiency of a bulkhead, he can require it to be refitted, or to be felted and lined; but I do not think it would be desirable to prohibit tongued-and-grooved bulkheads. Some bulkheads are double, others single; some are three inches thick, others one inch thick; some are built of oak or teak, others of red or yellow pine; some have iron tongues, others wood tongues; and others again are rabbeted; and so there are degrees of condition and sufficiency which can only be determined by actual examination.

The reason that I object to holes only, or to short scuppers, for drainage, is, that filth finds its way or is pushed through them, adheres to and accumulates upon the planking, ceiling, and timbers, and becomes a nuisance. If "*properly fitted*" scuppers are substituted, the filth passes direct to the limbers and is pumped out every time the ship is pumped. The scuppers may be trapped by a bend at the lower end; or, if not required to be constantly open, a screw plug or cover, such as is fitted over the top of sounding pipes, may be fitted into the mouth of the scupper, and this will prevent gas entering the crew space. I see by the sketch of the cant body, that pipes could not be carried in a vertical line *between the timber spaces*, but there is no practical reason why scuppers or pipes should not have been fitted *on the top* of the ceiling, and Mr. Grey states that he gave the owners the option of doing this.

I think it is undesirable that wet ropes should be stowed in crew spaces; but, looking to the practical working of the ship in question, and to the fact that brigs and small vessels cannot be fitted with a number of separate store rooms as larger vessels are, I scarcely see what is to be done. There is no reason why the ropes should be stowed away below in a *wet* state. A master would rather preserve them by putting them away dry, than put them away wet and find them rotten

DIAGRAM Nº 1.

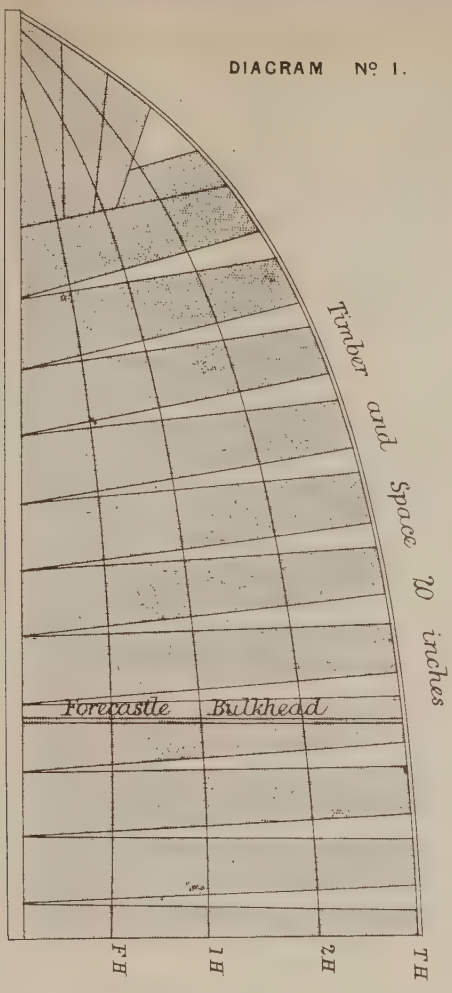
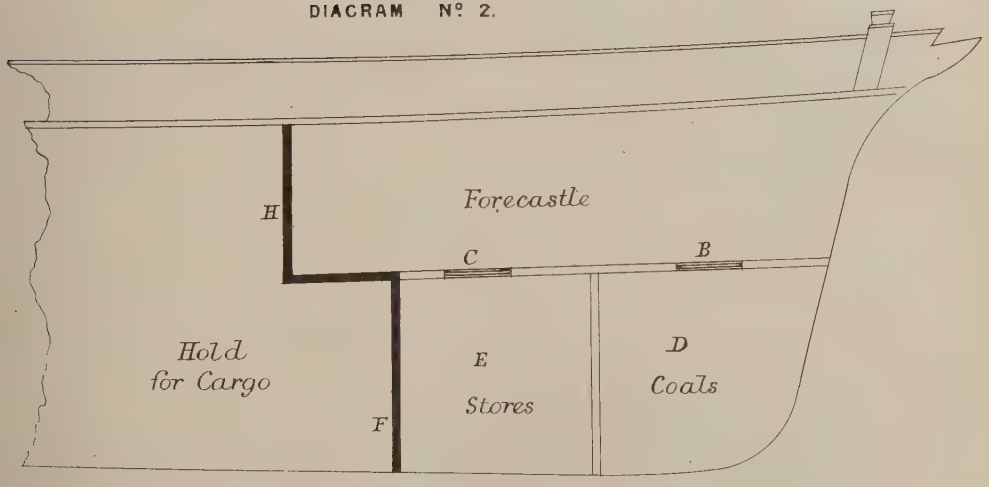


DIAGRAM Nº 2.



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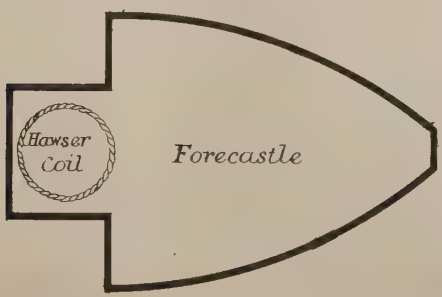


rotten when he wants them at the end of the voyage. A hawser coil is not more than 18 inches or 2 feet above the deck; and if the whole of the space from deck to deck were boxed up, it would take away from the air space of the crew. Mr. Grey does not state in what part of the forecastle the ropes were carried, but usually, in this class of vessels, the bulkhead is recessed, and the hawsers are stowed away in the recess. (*See* Diagram, No. 3, facing page 10.) Now, in such cases, it would appear a simple matter to carry the bulkhead right across, and so shut the hawsers right away from the crew space; but then how could the hawsers be got into or out of the recess? A scuttle would have to be cut in the upper deck, and there is an objection to cutting holes in the deck of a small vessel.

With regard to the scuttles B and C in the forecastle deck, if it had been insisted upon that these should be permanently closed, the owner would have lost the space for stowing coals, as well as the space marked stores, used, no doubt, for the stowage of pitch, tar, and boatswain's stores, and where, in a small vessel, could places be found for these? and if the owner had been deprived of the stowage of the fore-peak, might he not justly have claimed to have the capacity of the whole space from the upper deck to the keelson deducted from the tonnage? Again, how could men get down to clear the limbers or clean the bilges? A trunk hatchway could certainly be made from the upper deck, but this would take away from the capacity of the forecastle, and there would have to be a scuttle cut in a part of the deck which should be as free from holes or openings as possible.

In small vessels many matters, which in larger vessels could be easily and summarily disposed of, have to be carefully considered and weighed. It is this class of vessels that the Act is specially intended to benefit, and I think it will be a pity if owners are discouraged from availing themselves of the benefits of the Act by the fear of losing a space where coals and ship's stores can be more conveniently carried than in any other part of the vessel.

29 January 1868. (signed) *Geo. Barber.*

— No. 16. —

(M. 269.)

Board of Trade to Plymouth Surveyor.

30 January 1868.

It will not be necessary to make any further remarks in this case. The surveyor must satisfy himself that the provisions of the Act are complied with.

H. D. Grey, Esq. (signed) *Thomas Gray.*

— No. 17. —

(M. 312.)

Hull Surveyor to Board of Trade.

Office of Surveyor of Steam Vessels to the Board of Trade.
Custom House, Hull, 8 January 1868.

Sir,

I HAVE the honour to inform you that at the request of the owners of the whaling ship "Diana," of Hull, I proceeded on board that vessel this day to measure the portion of the main deck occupied by the crew. I find that in the captain's cabin are accommodated with the captain, mates, second mate, doctor, and steward, in all seven persons. I desire to be informed if this cabin is to be exempted with the other crew space, as it is really the common cabin of the master, though the above-mentioned persons also live there.

I have, &c.

The Assistant Secretary, Marine Department, Board of Trade. (signed) *Henry Parry,* Surveyor, Hull.

N.B.—This was referred to Mr. Barber for his observations.

— No. 18. —

(M. 312.)

Mr. *Barber* to Board of Trade.

This arrangement must be peculiar to the vessel in question, or to the trade in which she is engaged. In many small vessels the masters, officers, steward, and others take their meals together in the square of the cabin or saloon; but it seldom happens that they *sleep* in an apartment open and common to all. It appears, however, from the surveyor's letter, that such an arrangement exists in this vessel. This is certainly an exceptional case; and, if the owners will not bulkhead or partition off the master's room from the rest of the space, I think the proper course, and that least likely to lead to an improper or undue advantage being taken of the Act, will be for the surveyor to certify, for the place in question, 432 cubic feet, or 4·32 tons of space, that being the minimum statutory amount of cubic space necessary for the six men who the surveyor says occupy the space with the master. This is, of course, on the assumption that the space does contain 72 superficial feet, and 432 cubic feet in addition to the space necessary for the master; that it is properly built, fitted, secured, protected, caulked, lighted, ventilated, drained, &c.; that there is a properly constructed privy; and that the words "certified to accommodate *six* seamen," are permanently cut in that part of the place appropriated to their use, and measured and inspected by the surveyor.

If the surveyor had forwarded with, or upon, his report a sketch of the place, as required by the 11th paragraph of Instructions (page 13), the case would have been more clearly understood.

10 January 1868. (signed) *Geo. Barber.*

— No. 19. —

(M. 312.)

Board of Trade to Hull Surveyor.

The Surveyor, Hull,

For his information and guidance, &c., with reference to Mr. Barber's memorandum.

11 January 1868. *Thomas Gray.*

— No. 20. —

(M. 679.)

Leith Surveyor to Board of Trade.

Sir, Custom House, Leith, 17 January 1868.

The enclosed note is from the Collector of Customs at Montrose, having reference to the crew space on board the sailing barque "Excelsior."

As I do not understand the Instructions to Surveyors to say that the space contained in a deck-house occupied by petty officers or apprentices is to be included with the space to be deducted from the register tonnage, I respectfully request that I may be instructed as regarding the reply I am to make to the writer of the enclosed letter.

I have, &c.
(signed) *L. Mills.*

The Assistant Secretary,
Marine Department, Board of Trade.

N.B.—This was sent to Mr. Barber for his observations.

— No. 21. —

(M. 679.)

Mr. *Barber* to Board of Trade.

If the surveyor had sent with, or upon, his report a sketch of the crew accommodation (as required by paragraph 11 of Instructions), or if he had sent a copy of Stm. 25 (as required by paragraph 5), this case would have been more clearly understood.

Are the sailors berthed in a place *below*, and the petty officers and apprentices in a house *above* the tonnage deck, or are all hands berthed in a deck-house?

Is the vessel a new, or newly-registered, vessel, or was she registered before the Act of 1867 came into operation?

If the vessel was registered before the 1st of this month, all crew spaces *above* the tonnage deck (to the extent of 1–20th of the gross tonnage) would be excluded from the register tonnage, and an allowance must not be granted for spaces which have never been included.

But if the vessel is a new vessel, and is now being registered, the tonnage surveyors will have included in their tonnage all closed-in spaces above the upper deck. I am inclined to think that this has been done, as the collector states, "The tonnage of both *in our formula* is 10·20."

Every space occupied by seamen and apprentices is, whenever a reduction of tonnage is sought, to be inspected and measured; and if the provisions of the Act are in every respect fully complied with in each and every such space, the surveyor will certify to the Collector of Customs the *aggregate* tonnage of the available capacity of those spaces.

If the apartment referred to in the collector's letter is occupied by persons coming within the legal definition of seamen; if it is properly constructed, lighted, caulked, ventilated, drained, &c., and if the number which can be legally accommodated in it is permanently cut in, as required by the Act, the surveyor will add the tonnage of it to the tonnage already ascertained, and certify the *gross* amount to the collector; he should also enter the amended tonnage on the inclosed form.

The surveyor will find a clear definition of "seamen" at paragraph 3, of the introduction to the Instructions.

20 January 1868. (signed) *Geo. Barber.*

— No. 22. —

(M. 679.)

Board of Trade to Leith Surveyor.

The Surveyor, Leith.

For his information and guidance.

21 January 1868. (signed) *Thomas Gray.*

— No. 23. —

(M. 775.)

The Commissioners of Customs to Board of Trade.

Sir, Custom House, E.C., 18 January 1868.

I am desired by the Commissioners of Customs to transmit to you the accompanying copy of a letter which has been addressed to them by Messrs. Hutcheson & Co., of Glasgow, inquiring whether deductions from tonnage on account of crew space will be allowed under section 9, paragraph 4, of the Merchant Ship-

ping Act, 1867, only in the case of vessels registered or re-registered on and after the 1st instant, and I am directed to signify the request of the Board to be favoured with the instructions of the Board of Trade on this subject.

I am, &c.

T. H. Farrer, Esq., &c. &c. &c. (signed) *Geo. Dickins.*

Enclosure in No. 23.

119, Hope-street, Glasgow, 14 January 1868.

We beg you will inform us, if, when our several registered steam vessels have been fitted up with crew accommodation, in all respects in terms of the requirements of the Merchant Shipping Act, 1867, to the satisfaction of the Board of Trade surveyors, you will deduct the tonnage of such space from the present registered tonnage *although the vessels do not require to be re-registered,* as mentioned in the 4th paragraph of the 9th section of said Act, or are such allowances to be limited to such vessels as may in future be registered, and not extended to those which remain on the register in their present state?

We are, &c.

(signed) *David Hutcheson & Co.*

— No. 24. —

(M. 775.)

Board of Trade to Commissioners of Customs.

Board of Trade, Whitehall,

Sir, 23 January 1868.

I am directed by the Board of Trade to acknowledge the receipt of your letter of the *18th instant, enclosing a copy of a letter addressed to the Commissioners of Customs, inquiring whether deductions from tonnage on account of crew space will be allowed, under section 9, paragraph 4, of the Merchant Shipping Act, 1867, only in the case of vessels registered or re-registered on and after the 1st instant.

* See *ante*, No. 23.

In reply, I am to state, for the information of the Commissioners, that it appears to the Board of Trade that at present every place in every ship appropriated to the berthing of seamen, is required to be of the description named in paragraph 2 of section 9 of the Act of 1867, and is required to afford for each seaman 72 cubic feet of breathing space, with 12 superficial feet of space on the floor.

These provisions should be complied with, whether the ship was registered before 1st of January 1868, or is or may be registered subsequently.

Steam ships registered before the 1st of January 1868 have already the advantage, in some instances, of a certain allowance for crew spaces; that allowance will remain unaltered on the certificate of registry, unless and until the owners wish the vessel re-registered.

If the owners of a steamship do not wish their vessel re-registered, they must still comply with the provisions of the Act of 1867, as regards space, ventilation, lighting, privies, &c.

If they require their vessel re-registered, she must be treated as a new vessel, and in that case the deduction of 1-20th or under, named in section 21, paragraph 4, of the Merchant Shipping Act, 1854, will not be allowed, but such a deduction only as is due to the space, when measured and certified under the Act of 1867, will be allowed.

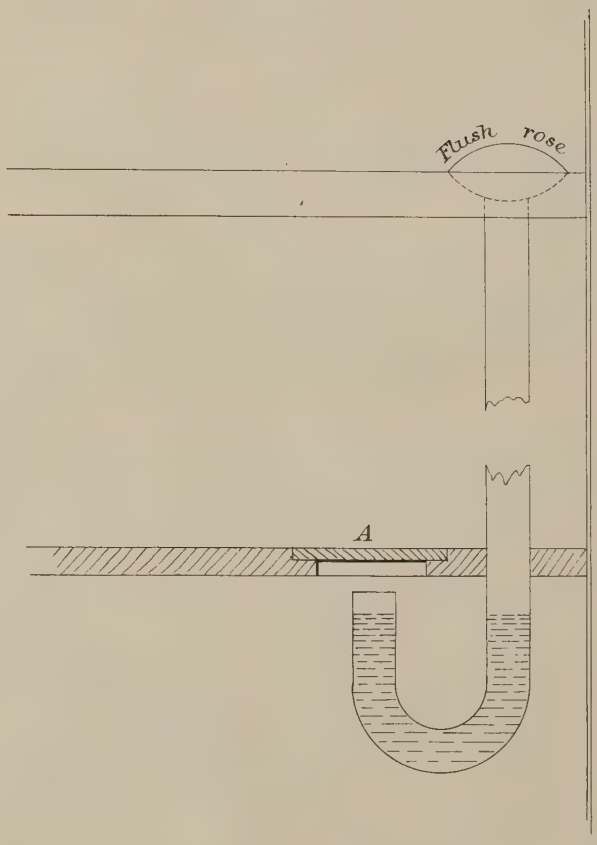
The allowance or deduction on account of crew spaces named in section 9 of the Act of 1867, is not limited, as was the case under the Act of 1854; but it is granted, in lieu of, and not in addition to, the allowance under the Act of 1854.

The above views appear to this Board to be in accordance with the intention of the Legislature. Should the Commissioners agree in them, the Board of Trade will, on hearing from the Commissioners to that effect, issue such instructions to their surveyors as may be necessary.

I am, &c.

The Secretary, Customs. (signed) *Thomas Gray.*

DIAGRAM



— No. 25. —

(M. 919.)

Board of Trade to Commissioners of Customs.

Board of Trade, Whitehall,
Sir, 14 February 1868.

I AM directed by the Board of Trade to inform you that they have reason to believe that many shipowners do not yet know to whom application should be made for the survey of crew spaces under the Merchant Shipping Act of 1867, and I am to request that you will have the goodness to move the Commissioners of Customs (should they not see any objection) to cause their officers to be instructed to refer shipowners in these cases to the surveyors of steam vessels appointed by this Board under the Merchant Shipping Act, 1854.

Six printed lists are enclosed, showing the ports at which the surveyors reside, and the districts attached to those ports, and within which they are severally to make surveys and inspections.

I am to add, that the Board of Trade have forwarded copies of these lists to the Superintendents of Mercantile Marine Offices, Collectors of Customs, and other officers at the various ports in the United Kingdom.

I am, &c.

The Secretary, Customs. (signed) *Thomas Gray.*

— No. 26. —

(M. 1059.)

Dublin Surveyor to Board of Trade.

Office of Surveyor of Steam Vessels appointed by Board of Trade,
Sir, Custom House, Dublin, 24 January 1868.

"Instructions," Merchant Shipping Act, 1867, page 9.—Drainage, Lower Forecastles.

"There must be proper scuppers leading from the floor of the forecastle to the limbers."

In the steamers belonging to the London and North Western Railway Company, Dublin and Holyhead station, there are no scuppers of any kind in the lower forecastles. The seamen themselves object to scuppers leading to the limbers; they think it will not be so healthy. I have requested scuppers to be put in the "Hibernia," because there is a manway in the poop, immediately over the companion. I have asked that pipes be led from these to the limbers, and these to have bends at lower extremities to trap these pipes. (*See* Diagram).

A. is a removeable piece of the covering to admit of cleaning out the bend when required.

In the "Alexandra" the poop above the companion is quite tight, and the coaming is higher than in the "Hibernia." There is a flush hatch in the floor of forecastle which can be lifted if required to allow water to escape.

Will it be necessary to have scuppers in the forecastle of the "Alexandra?'

The first named vessel, the "Hibernia," has also the flush hatch in floor of forecastle.

All vessels on this station will claim the reduction in tonnage, the port dues being very high in Dublin. I wish, therefore, thoroughly to understand what is wanted.

I am, &c.
(signed) *J. McFarlane Gray.*

N.B.—This was sent to Mr. Barber for his report.

— No. 27. —

(M. 1059.)

Mr. *Barber* to Board of Trade.

I THINK that the forecastles of some of the London and North Western Railway Company's vessels are so situated, arranged, and protected that water will not find its way into them either from the deck or ship's side; and, if this be so, scuppers are not required for such places.

But it appears that in the "Hibernia" water will find its way down a hatchway into the crew space. Scuppers are therefore required to carry the water off. Those suggested are simple and good, but an objection may be made to the trouble of going down to clean out the bend. If the scuppers are not required *to be constantly in use* for draining the crew space, would not a screw cover, or plug, over the top of the rose, answer the purpose of a trap; just such as are fitted over pump chambers or sounding pipes?

Will water find its way from the deck or side into the crew space of the "*Alexandra*?" If so, scuppers should be fitted to carry the water off. I think the lifting of a flush hatch to allow the water to escape is not a proper arrangement.

29 January 1868. (signed) *Geo. Barber.*

— No. 28. —

(M. 1059.)

Board of Trade to Dublin Surveyor.

The Surveyor, Dublin,
FOR his information and guidance.

(signed) *Thomas Gray.*

30 January 1868.

— No. 29. —

(M. 1079.)

Messrs. *Robert Duncan & Co.* to Board of Trade.

Tonnage of Crew Space for Classification.

Sir, Port Glasgow, 25 January 1868.

WE are in a difficulty with a new ship we have lately launched, the "Jane Davie," now in Glasgow, and to be registered there, in consequence of the different methods of measuring crew space; first, by the measuring surveyor, for tonnage; and, second, by the shipwright surveyor, for accommodation.

Before the time of the recent instructions for the measurement of crew spaces the measurements and deductions being made on an uniform system, the builder's calculations could be, and generally were, relied on, to a nearness in building to class at Lloyd's to the limit of their scales for scantlings, as in this ship, the tonnage of which, computed by the measuring surveyor, is as follows:—

Tonnage under Deck		761·64
„ „ Poop		37·69
„ of Hull		799·33
Crew Space—Topgallant Forecastle	33·4	
Deck Houses for Officers and Boys	13·74	
		47·14
Gross Tonnage		846·47
Deduct Crew Space		47·14
Net Register		799·33

The

The shipwright surveyor at Glasgow has measured the forecastle and other spaces according to plan, Appendix B. of his instructions, and makes the net crew space 40·96 tons, equal to accommodation for 51 persons, 28 being the number for which berths are fitted; which tonnage, deducted from the gross tonnage above, leaves 805·52 net register.

As this tonnage is six tons over the line for classification at Lloyd's, and may involve loss of class, and as it will be easily seen that we had ample room to reduce the space had we been aware of the difficulty preparing for us, we beg respectfully to submit, that as the crew space in forecastle is more than double what the Act requires, clear of all obstructions, and is in all other respects in accordance with it; and that, as the alteration of the tonnage in this case involves a hardship we had no means of knowing or providing against, that the net register tonnage, deducting crew space, as computed by the measuring surveyor, should be taken as the true register tonnage of the ship, and the register be allowed to be completed accordingly.

As the ship is intended to sail not later than 5th February, your early attention will greatly oblige.

I am, &c.
(signed) *Robt. Duncan & Co.*

Thomas Gray, Esq., Assistant Secretary,
Board of Trade, Marine Department.

— No. 30. —

(M. 1079.)

Board of Trade to Messrs. *Robert Duncan & Co.*

Board of Trade, Whitehall,
31 January 1868.

Gentlemen,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the *25th inst., applying that the register tonnage of a new vessel, the "Jane Davie," which you are building, may be accepted as the true tonnage of the ship, calculated by the measurement of the Measuring Surveyor of the Customs under the provisions of the Merchant Shipping Act, 1854, instead of that calculated by the measurement of the Surveyor of Steam Vessels appointed by this Board, under the provisions of the Merchant Shipping Act, 1867, in consequence of the finding of the former being 799·33 tons, and of the latter 805·52 tons, which may involve loss of class at Lloyd's.

* See *ante*, No. 29.

In reply, I am to point out to you that the provisions of the Act of 1867 with regard to crew spaces, supersede the provisions of the Act of 1854, relating to the same subject, and that, consequently, it is quite out of the power of the Board of Trade to authorise the setting aside of the new law in favour of the old law, which from the 1st of January of the present year ceased to be in force.

In conclusion, I am to add that, under the circumstances, your application should rather be made to Lloyd's Committee than to the Board of Trade, who have no power to assist you.

I am, &c.
(signed) *Thomas Gray.*

Messrs. R. Duncan & Co.,
Port Glasgow.

— No. 31. —

(M. 1346.)

Commissioners of Customs to Board of Trade.

(No. 51.)

To the Lords of the Committee of Privy Council for Trade.

MR. GRAY having stated in his letter of the †23rd instant that he had been directed to acknowledge the receipt of our Secretary's letter of the ‡18th preceding, enclosing copy of a communication which had been addressed to this

†See *ante*, No. 24.
‡See *ante*, No. 23.

Board, inquiring whether deductions from tonnage on account of crew space will be allowed under section 9, paragraph 4, of the Merchant Shipping Act, 1867, only in the case of vessels registered or re-registered on and after the 1st January 1868; and Mr. Gray having further signified that he had been directed to state, for the information of this Board, that it appeared to your Lordships that at present every place in every ship appropriated to the berthing of seamen is required to be of the description named in paragraph 2 of section 9 of the Act of 1867, and is required to afford for each seaman 72 cubic feet of breathing space, with 12 superficial feet of space on the floor, and that these provisions should be complied with, whether the ship was registered before 1st January 1868, or is, or may be, registered subsequently.

That steam ships registered before 1st January 1868, have already the advantage, in some instances, of a certain allowance for crew spaces; and that that allowance will remain unaltered on the certificate of registry, unless and until the owners wish the vessel re-registered.

That if the owners of a steam ship do *not* wish their vessel to be re-registered, they must still comply with the provisions of the Act of 1867, as regards space, ventilation, lighting, privies, &c.; but that if they require their vessel to be re-registered she must be treated as a new vessel, and in that case the deduction of one-twentieth or under, named in sect 21, paragraph 4, of the Merchant Shipping Act, 1854, will not be allowed, but such a deduction only as is due to the space when measured and certified under the Act of 1867, will be allowed.

That the allowance or deduction on account of crew spaces, named in sect. 9 of the Act of 1867, is not limited, as was the case under the Act of 1854, but is granted in lieu of, and not in addition to, the allowance under the Act of 1854.

And Mr. Gray having at the same time stated that the aforegoing views appear to your Lordships to be in accordance with the intention of the Legislature, and that should this Board agree in them, your Lordships, on hearing to that effect, will issue such instructions to their surveyors as may be necessary.

We beg to state that we agree in opinion with your Lordships that every British ship, after the 1st January 1868, must, with regard to crew accommodation, conform to the law, whether the vessel be re-registered or not; but with respect to re-registry, or the time at which a deduction from the register tonnage on account of such accommodation is to be made by the Registrar, we beg to observe that, under the provisions of the Merchant Shipping Act of 1854, re-registry can only be allowed on change of ownership, when the ship has been altered, or on the transfer of a ship to another port of registry.

It is not, therefore, optional with the owner to obtain re-registry of his vessel whenever it may suit his convenience to do so, and it may admit of a doubt whether the appropriation of a certain portion of the register tonnage of the ship to the accommodation of the crew, can be held to be an alteration, within the meaning of the law, to justify re-registry of the vessel; but, adverting to the policy of facilitating the adoption of the regulations laid down in the Merchant Shipping Amendment Act, 1867, we submit whether any alteration made for the purpose of bringing a vessel into conformity with the requirements of the law, with regard to crew space, may not be deemed to be such an alteration as would justify the Registrar in allowing a re-registry of the ship at the request of the owner, without which the Registrar can make no deduction of tonnage accruing from the required alteration under the Act of 1867.

We beg further to state (in order that no misapprehension may arise) that, as the deduction by the Act of 1867 is granted in lieu of, and not in addition to, the allowance made by the Act of 1854, that it will be necessary, previously to re-registry, to direct a survey of the vessel as regards the former allowances in the measurement of spaces for the crew, otherwise it will be difficult and inconvenient in many cases to obtain this information. The registers and certificate of registry do not specify the particulars of these measured allowances, and they are shown only on the formulæ of measurement remaining at the port of original registry, and which, when in the Colonies or at distant ports, it would be most inconvenient to obtain.

The effect of this suggestion would in practice be, that all former deductions would be added to the existing tonnage, before the deductions under the Act of 1867 were made.

And

And should your Lordships be pleased to concur in the aforegoing suggestions, we will, on being favoured with your Lordships' approval, issue the necessary instructions to the several Registrars of Shipping accordingly.

(signed) *Thos. F. Fremantle.*
Grenville L. Berkeley.

Custom House, 31 January 1868.

— No. 32. —

(M. 1346.)

Board of Trade to Commissioners of Customs.

Board of Trade, Whitehall,
7 February 1868.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of the Report of the Commissioners of Her Majesty's Customs, dated the *31st ultimo, on the subject of the provisions in the Merchant Shipping Act of 1867, relating to the berthing of seamen in merchant ships. * See *ante*, No. 31.

In reply, I am to state, for the information of the Commissioners, that the Board of Trade entirely concur, and will be glad if the Commissioners will instruct the several Registrars of Shipping as proposed.

I am, &c.
(signed) *Thomas Gray.*

The Secretary, Customs.

N.B.—These papers were sent to Mr. Barber for his information.

— No. 33. —

(M. 1412.)

Messrs. *Robert Duncan & Co.* to Board of Trade.

Sir,

Port Glasgow, 1 February 1868.

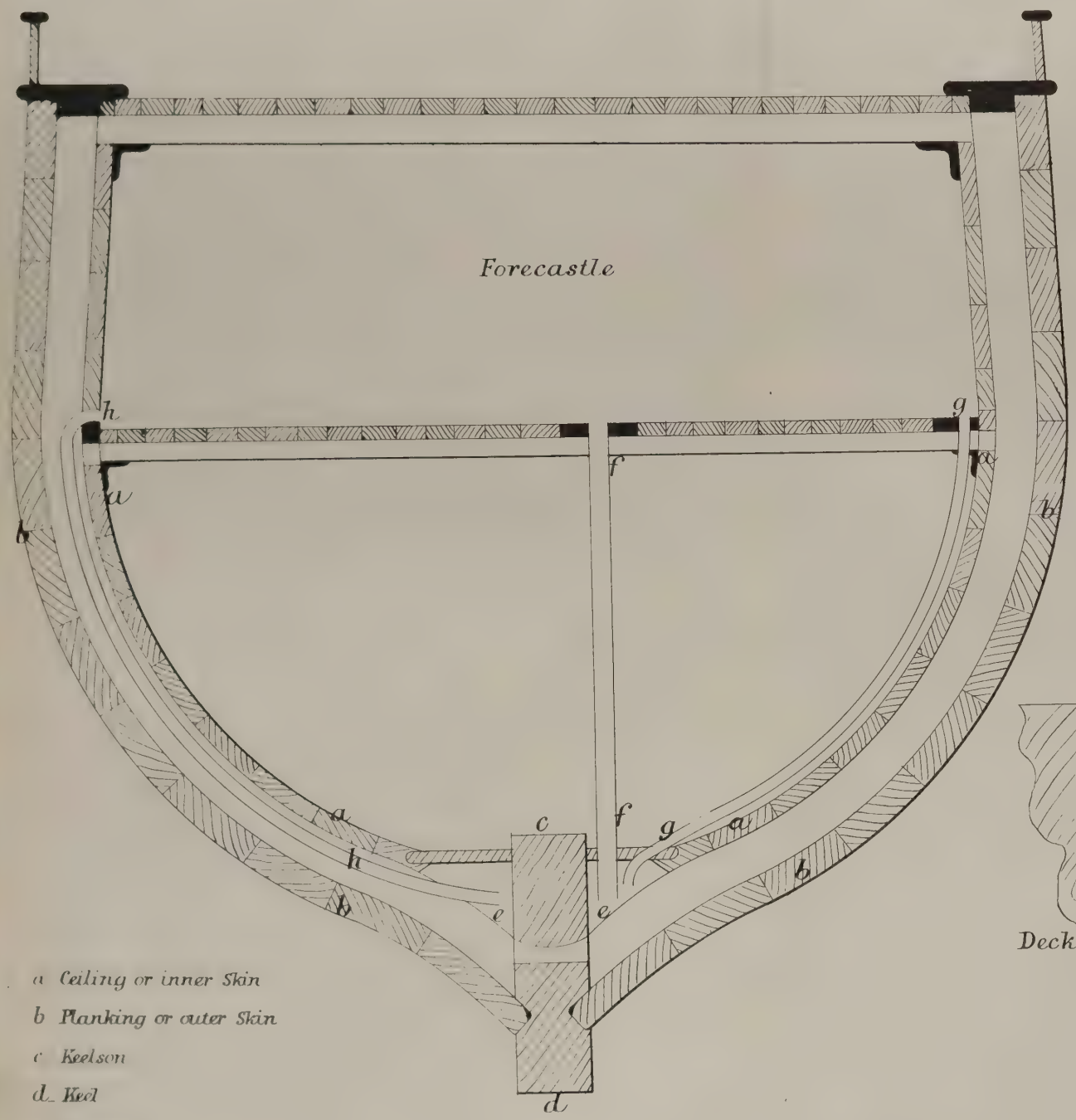
WE beg to acknowledge receipt of your letter of †31st ultimo (M. 1079), in reply to our letter of the ‡25th ultimo, respecting the measurement of crew space in our new ship "Jane Davie," in which you point out to us "that the provisions of the Act of 1867, with regard to crew spaces, supersede the provisions of the Act of 1854 relating to the same subject," "which, from the 1st of January of the present year, ceased to be in force." †See *ante*, No. 30. ‡See *ante*, No. 29.

Under these circumstances, we beg respectfully to submit that the measuring surveyor here, having erroneously measured and computed the tonnage of the top-gallant forecastle of the "Jane Davie" according to the provisions of the Act of 1854, should now be instructed to measure it according to the provisions and instructions of the new Act of 1867, and send the corrected tonnage to the Registrar at Glasgow without delay.

We are, &c.
(signed) *Robt. Duncan & Co.*

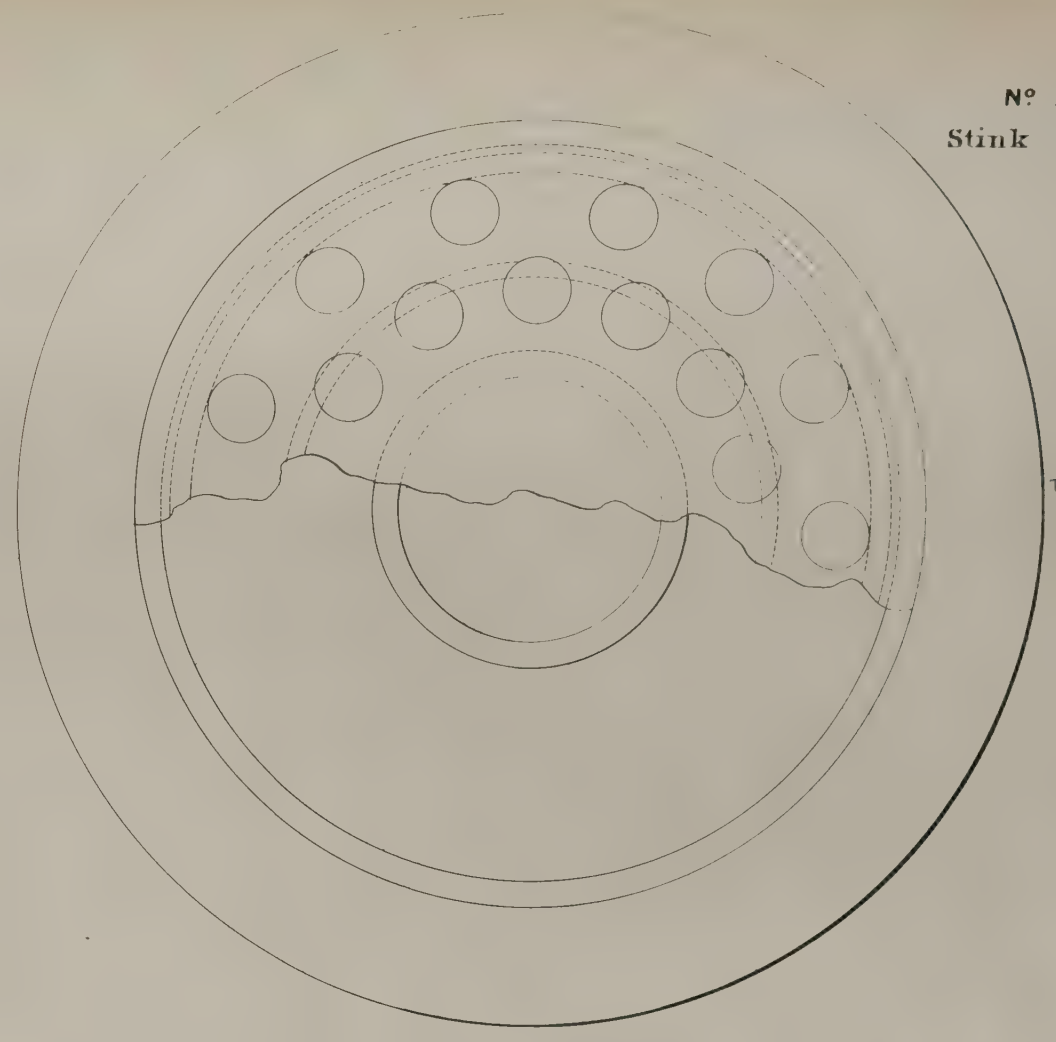
The Assistant Secretary, Marine Department,
Board of Trade.

Nº 1.

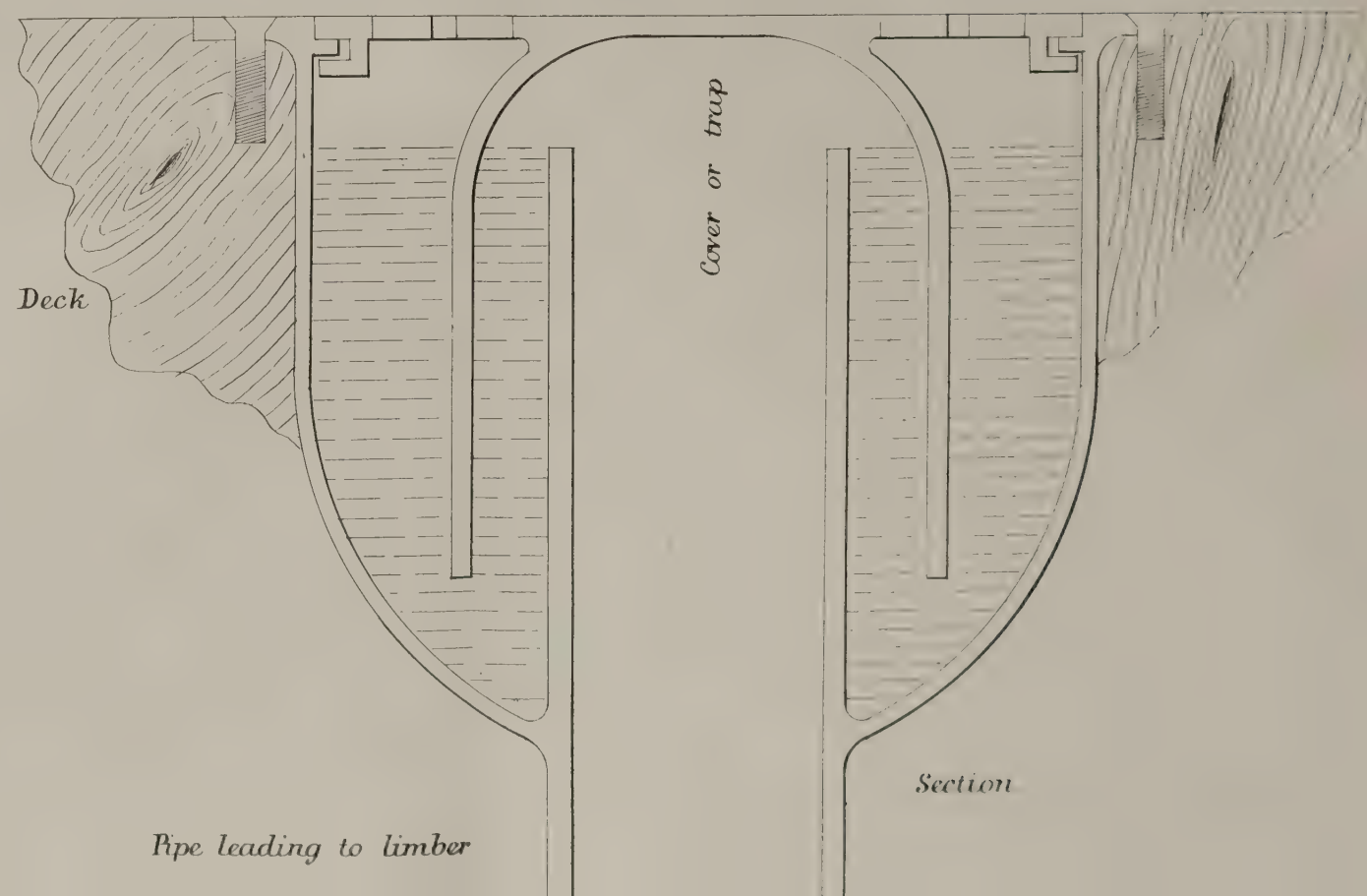


a Ceiling or inner Skin
b Planking or outer Skin
c Keelson
d Keel
e Limbers
h Drain pipes between inner and outer Skin
g Drain pipe going down the inner side ceiling
f Drain pipe going down from middle of forecastle

Nº 2.
Stink Trap



Plan
with portion
cover or t
removed



Pipe leading to limber

— No. 34. —

(M. 1412.)

Board of Trade to Messrs. *Robert Duncan & Co.*

Board of Trade, Whitehall,
Gentlemen, 4 February 1868.

* See *ante*, No. 33. With reference to your letters of the *1st and 3rd instant, on the subject of the measurement of the steam ship "Jane Davie," I am directed by the Board of Trade to inform you that they cannot interfere with the measuring surveyor, who is an officer of the Customs.

With regard to the measurement and inspection of places occupied by seamen and apprentices, I am to point out to you, that under sect. 9 of the Merchant Shipping Act, 1867, it must be made by a surveyor appointed by the Board of Trade, under the 4th Part of the principal Act.

This appears to have been done accordingly, and so long as their officer has fulfilled his part in the measurement, this Board have no further jurisdiction in the matter.

I am, &c.
(signed) *Thomas Gray.*

Messrs. Robert Duncan & Co.,
Port Glasgow.

— No. 35. —

(M. 1448.)

City of Dublin Steam Company to Board of Trade.

City of Dublin Steam Company,
Sir, 15, Eden Quay, Dublin, 31 January 1868.

The steam ship "Eblana," at present laid up in Liverpool for repairs and alterations, has been presented to the Surveyor of the Board of Trade in that port, to examine as to the allowance to be made for the berthing accommodation of the men. The surveyor has, however, stated that he is prevented by the seventh of his Instructions from certifying for the spaces allocated to the engineer and firemen which open into the engine-room.

Presuming that the Instruction is intended to prevent an allowance of such spaces a second time, should they have been already included in the measurement of the engine and boiler space, I beg to enclose a copy of the measurement of the "Eblana," which will show that the men's rooms, measuring 12·36 tons, have been excluded from the measurement of the engine and boiler spaces. I would, therefore, beg to submit that we are entitled to such allowance of 12·36 tons for the men, in the same way as if their accommodation were in a distinct compartment in the vessel.

I have, &c.
To the Secretary of the (signed) *W. Watson.*
Board of Trade.

— No. 36. —

(M. 1448.)

Board of Trade to City of Dublin Steam Company.

Sir, Board of Trade, Whitehall, 14 February 1868.

†See *ante*, No. 35. In reply to your letter of the †31st ult., inquiring whether you are entitled to a deduction for crew spaces under the Merchant Shipping Act, 1867, on account of those spaces allocated to the engineer and firemen which open into the engine-room of the steam ship "Eblana," in consequence of those spaces in the

the vessel in question not having been already included in the measurement of the engine and boiler space by the measuring surveyor to the Customs under the Act of 1854, I am directed by the Board of Trade to inform you that, under the special circumstances of the case, they have directed their surveyor to inspect these spaces, and, provided they are constructed, fitted, and marked in all respects as required by the Act, to add their tonnage to that of the crew space, and return the aggregate amount of deduction to the Collector of Customs at Dublin.

I am, however, to point out to you that it does not follow that the allowance for the cabins will be the same as that computed by the measuring surveyor, for the measuring surveyor measured, under the Act of 1854, the whole space, whilst the Board of Trade Surveyors measure, under the Act of 1867, only the clear available space for the crew.

I am, &c.
(signed) *Thomas Gray.*

William Watson, Esq.,
City of Dublin Steam Company,
13, Eden Quay, Dublin.

— No. 37. —

(M. 1487.)

London Surveyor (Mr. *Traill*) to Board of Trade.

5, East India Avenue, E.C.,
31 January 1868.

Sir,

On reference to the Merchant Shipping Act of 1867, sect. 9, para. 2, it is enacted that crew spaces shall, as far as practicable, be properly shut off and protected from effluvium, which can be caused by cargo or bilge water.

In providing for the draining of lower forecastles, our Instructions at page 9, under the head of drainage, direct that there must be proper scuppers leading from the floor of forecastle to the limbers.

It is clear, therefore, that a surveyor must, before certifying crew spaces as sufficient under the Act, be satisfied that proper drainage is provided, and that effluvia from the bilge water cannot get into the forecastle.

Now it is clear that openings or pipes that will admit of the water passing from the forecastle to the bilge must necessarily afford a ready means for the escape of poisonous vapours from the bilge into the forecastle; in fact a direct communication is opened between the foul bilge and bad smelling cargo and the men's bed places.

It is against the letter and spirit of the Act that such a communication should exist between the bed places, &c., and the bilge water, and I do not see any way of getting over this difficulty than by requiring stink traps to be fitted as in an ordinary house drain (a bent pipe might do, but it cannot be cleared when it gets choked, which it is liable to unless the cargo is out), but as my instructions are silent on this point I have hesitated to enforce it, although I know that unless something of the nature I propose is done, a direct passage of poisonous vapours into the bed places must of necessity ensue.

I enclose a rough sketch of a section of a ship showing the forecastle and the direct communication between it and the bilge by means of the drain pipes I have referred to; and here I must remark that the communication between the forecastle and the bilge is just as certain and direct, whether the drain pipes are or are not fitted. (*See* Diagram, No. 1). I also enclose a sketch of a "stink trap" that could be fitted at very little expense. (*See* Diagram, No. 2).

I have, &c.
(signed) *Thomas W. Traill,*
Surveyor of Steam Vessels, &c. &c.

The Assistant Secretary,
Marine Department, Board of Trade.

N.B.—This was sent to Mr. Barber with the view of having some special provision inserted on this head in the Instructions.

— No. 38. —

(M. 1912.)

Messrs. *R. & J. Craig* to Board of Trade.

136, Hope-street, Glasgow,
13 February 1868.

Dear Sir,

We enclose sketch of the cabin of our new ship "County of Stirling," from which you will perceive that the entire space, with the exception of one state-room, is appropriated for the berthing and messing of master and officers; the state-room not in use by them will be required as a store-room for the lime juice and medical comforts of the crew; we therefore submit that it would only be justice towards us to allow the entire space to be deducted from the tonnage of the ship. An early and favourable reply to our request will oblige,

Yours, &c.
(signed) *R. & J. Craig.*

The Assistant Secretary, Board of Trade.

— No. 39. —

(M. 1912.)

Board of Trade to Messrs. *R. & J. Craig.*

Board of Trade, Whitehall,
3 March 1868.

Gentlemen,

I am directed by the Board of Trade to acknowledge the receipt of your letter of the *13th ultimo, requesting that certain spaces in the "County of Stirling," a new ship belonging to you, to be used, as you allege, for storing lime juice and medical comforts for the crew, may be deducted from the tonnage under the Merchant Shipping Act, 1867, on account of crew spaces.

*See *ante*, No. 38.

In reply, I am to point out to you that this Board have no power to comply with your request.

The Act only allows the deduction of those spaces, and that on certain specified conditions, exclusively devoted to the accommodation of the crew; and paragraph 6, section 9, provides that "every such place shall be kept free from stores or goods of any kind, not being the personal property of the crew in use during the voyage."

The Board of Trade direct me to add, that in their opinion it is opposed to the intention of the Legislature to treat antiscorbutics, provisions, and medical comforts and stores as if they were the personal property of the crew.

I am, &c.
(signed) *Thomas Gray.*

Messrs. R. & J. Craig,
136, Hope-street, Glasgow.

— No. 40. —

(M. 1912.)

Board of Trade to Commissioners of Customs.

Board of Trade, Whitehall,
19 February 1868.

Sir,

I am directed by the Board of Trade to transmit the enclosed copy of a letter addressed to them by Messrs. R. & J. Craig, requesting a deduction on account of crew spaces under section 9 of the Merchant Shipping Act, 1867, of a cabin used for the storing of lime juice and medical stores in the ship "County of Stirling;" also a copy of the draft of a proposed letter by this Board in reply.

Sketch sent in original. See *ante*, Nos. 38 and 39.

Before,

Before, however, sending this letter the Board of Trade are anxious to obtain the opinion of the Commissioners of Her Majesty's Customs on the point in question; and I am therefore to request that you will have the goodness to submit the copy of the draft letter referred to to the Commissioners for their consideration, and to move them to favour this Board with their opinion as to the correctness of their construction of the Act as therein set forth.

I am, &c.

The Secretary, Customs. (signed) *Thomas Gray.*

— No. 41. —

(M. 1930.)

Messrs. *Thompson & Co.* to Board of Trade.

55, Bernard-street, Leith,
13 February 1868.

Sir,

We shall feel very much obliged if you will kindly put us right in regard to a point or two in the Merchant Shipping Act of 1867 in reference to place appropriated to seamen.

In reading over the sections we conclude that it is imperative on owners of vessels to provide the *space* required by the Act, and as required, whether or not they intend to seek a reduction of registered tonnage accordingly. But the reading of clause (3) conveys to us an impression that if an owner does not wish to avail himself of a reduction of tonnage he is not bound by the Act to provide one or more privies for the use of the crew. And again, by clause (5) we are impressed, if no reduction of tonnage is sought, it is not imperative on owners by the Act to have cut in a beam, and cut or painted over the doorway of the place for the crew how many seamen it is certified to accommodate.

But again clause (9) comes in with a very sweeping charge, and leaving us altogether in doubt whether or not our foregoing impressions are correct, and whether an owner who does not wish a reduction of registered tonnage is or is not bound by the Act to have and do in every respect as much, and altogether the same, as the owner who seeks to entitle himself to a reduction.

Your early reply will very much oblige,

Yours, &c.

The Assistant Secretary, (signed) *Thomson & Co.*
Marine Department, Board of Trade.

— No. 42. —

(M. 1930.)

Board of Trade to Messrs. *Thomson & Co.*

Board of Trade, Whitehall,
21 February 1868.

Gentlemen,

I am directed by the Board of Trade to acknowledge the receipt of your letter of the *13th instant. In reply, I am to state that if you wish to claim a deduction from the register tonnage on account of crew spaces you must comply with the whole of the provisions of section 9, paragraphs 1 to 9 of the Act. If you do not wish to claim a deduction, then you must comply with all the provisions, excepting only those relating to privies, and cutting in the main beam.

*See *ante*, No. 41.

I have, &c.

Messrs. Thomson & Co., (signed) *Thomas Gray.*
55, Bernard-street, Leith.

— No. 43. —

(M. 1979.)

Liverpool Surveyor to Board of Trade.

17, Tower-buildings, North, Liverpool,
Sir, 14 February 1868.

I BEG most respectfully to enclose a letter from the Collector at Dublin, relative to the tonnage of the steamer "Kildare." The crew space of this vessel was measured on the 10th of January by Mr. Campbell, "the places occupied by the crew" being pointed out by Captain Payne, the company's agent here.

Mr. Campbell completed the form Stm. 25, certified the number of crew, and, being ordered to Aberdeen, left the document and measurement for completion. On making the half-yearly Board of Trade survey, on the 3rd February, I found that the requirements of the Act had been complied with, and granted the Declaration, Stm. 25. after carefully checking all Mr. Campbell's calculations, and a few of the measurements.

Since receiving the enclosed letter I have remeasured the crew space, and find all the measurements correct, excepting the height of the top-gallant forecastle, in which sufficient height has not been allowed. I therefore enclose a form, Stm. 25, showing the alteration, which will not affect the number of the crew, and only makes a difference of $2\frac{3}{10}$ tons.

The collector is evidently not aware that only such places as are certified and "available for the proper accommodation of the crew," are included in the measurement for deduction by the Act, 1867, or he should not have expected our measurements to correspond with those of the Customs, under the Act of 1854. I have sent the collector the amended form, Stm. 27, and informed him that I have referred his letter to the Board.

I am, &c.
The Assistant Secretary, (signed) *Alexr. Elder.*
Marine Department, Board of Trade.

Enclosure 1 in No. 43.

Sir, Custom House, Dublin, 12 February 1868.

THE owners of the steamer "Kildare" are not satisfied with the deduction certified by you in the enclosed certificate for the accommodation of the crew, under the Merchant Shipping Act, 1867; and on reference to the formula of the measurement of the vessel by the Customs Surveyor (Mr. W. Fraser) at Liverpool, on 10th April last, on which the vessel is registered, I find a great discrepancy, as regards the tonnage of the houses on deck, between your certificate and that of the Customs Surveyor; the latter officer showing the contents to be 40·45 tons, whilst you make only 24·97 tons.

I return the certificate for correction or explanation.

I am, &c.
The Board of Trade Surveyor, (signed) *Fredk. Trevor*, Collector.
Liverpool.

SURVEYOR'S REPORT ON CREW SPACE.

(Particulars of Accommodation.)

MERCHANT SHIPPING ACT, 1867.

ACCOMMODATION for Crew on board the Steam Ship "Kildare," of Dublin.

Particulars from Certificate of Registry.	
Official No.	58,392
Port of Registry	Dublin
Wood or Iron	Iron
Rig	Schooner
Built at	Liverpool
„ by	Laird Brothers
„ in the year	1867
Length	240 ft. 5 in.
Breadth	27 ft.
Depth	14 ft. 7 in.
Tonnage under Deck	665·59
„ of 'tween Decks	
„ of Poop	78·74
Excess of Crew Space	3·23
Gross Tonnage	747·56
Allowance for Propelling Power	276·60
Register Tonnage	470·96
Nominal Horse Power	300

Particulars relating to Crew Space.

The Crew are berthed in an upper Forecastle.

„ „ a Deck House.

The length of the floor is 18 feet.

The clear area of the floor is 236 s. feet = 19 men.

The height from Deck to Deck—
At the middle line is 6·95 feet.
At the side is 6·95 feet.

The cubic capacity is 1,640 c. feet = 22 men.

Light is admitted by four side scuttles.
„ „ two bulls' eyes.

Ventilation is afforded by two 9-in. ventilators.

The hawse-holes are fitted with plugs - { Hawse pipes lead from Upper Deck.
„ „ „ manger

The crew space is drained by holes.

There are two privies for the use of the crew situated at Top-gallant Forecastle.

Measurement of Crew Space.

Superficial Area of Floor.

4) 18 = length of Floor.

3) 4·5 = distance for breadths.

1·5 = ⅓ common interval or distance.

Number of Breadths.	Breadths. Ft.	Tenths.	Multipliers.	Products. Ft.	Tenths.
1	5	9	1	5	9
2	10	0	4	40	0
3	13	6	2	27	2
4	16	6	4	66	4
5	18	6	1	18	6

Sum of Products = 158 1

1·5 ⅓ common interval.

237·1 gross area.
1·2 deductions.

12) 236 clear space.

19 persons at 12 s. feet each.

Deductions for Incumbrances.

Incumbrance.	Length. Ft.	Tenths.	Breadth. Ft.	Tenths.	Area. Ft.	Tenths.
Paul bitt -	1	6	0	8	1	2
Total Incumbrances - - -					1	2

Cubic Capacity.

236 area of floor.
6·95 height.

8) 1,640 c. capacity.

9) 205

22 { persons at 72 c. feet each.

There are Petty Officers, Apprentices, and Stokers berthed in a Deck House of the following Dimensions:—

Length.		Breadth.		Depth.
7·1	×	25·9	×	7·
9·	×	6·	×	6·6
6·4	×	6·3	×	7·9
6·4	×	8·2	×	8·

Deductions, 1 foot.

Gross Area, 328; Capacity, 2,367; Crew, 27 s; 32 c.

I hereby certify that on the 3rd day of February 1868, I inspected and measured the place appropriated to the crew on board the above-named vessel; that the provisions of the Merchant Shipping Act with respect to such space are fully complied with; that the said space has been certified to accommodate 46 seamen in accordance with the above calculation, and that there is permanently cut in a beam, and cut in or painted on or over the doorway or hatchway of the crew space, the words "certified to accommodate 46 seamen."

Dated at Liverpool this 14th day of February 1868.

Alexr. Elder,
Surveyor appointed by the Board of Trade.

— No. 44. —

(M. 1979.)

Mr. *Barber* to Board of Trade.

The collector in his letter gives the contents of *all* the deck-houses, but Mr. Elder returned the contents or tonnage of such houses only as were certified to by him, being those pointed out by the company's agent as occupied by or appropriated to seamen. In this Mr. Elder was right. Even if all the places included by the measuring surveyor had been places certified to by the Board of Trade surveyor, it does not follow that the tonnages should be alike; for (as pointed out by Mr. Pearson) the measuring surveyor measures, under the Act of 1854, the *whole* space; and the Board of Trade surveyor returns, under the Act of 1867, the *clear* space "*available* for the proper accommodation of the men who are to occupy it."

18 February 1868. (signed) *Geo. Barber.*

— No. 45. —

(M. 1979.)

Board of Trade to Liverpool Surveyor.

The Surveyors, Liverpool,
For their information and guidance.

19 February 1868. (signed) *Thomas Gray.*

— No. 46. —

(M. 2052.)

Commissioners of Customs to Board of Trade.

Sir, Custom House, 17 February 1868.

I am directed by the Commissioners of Her Majesty's Customs to acknowledge the receipt of your letter of the *7th instant (M. 1346), signifying the concurrence of the Lords of the Committee of Privy Council for Trade in the recommendations contained in the report from this department of the 31st ultimo (No. 51), relative to the berthing of seamen in merchant ships, and requesting that the necessary instructions might be forwarded to the registrars of shipping at the several ports; and I am to acquaint you that the Board have issued a General Order on the subject, a copy of which I annex for the information of their Lordships.

* See *ante*, No. 32.

I am, &c.

Thomas Gray, Esq., (signed) *Geo. Dickins.*
&c. &c. &c.

Enclosure in No. 46.

(No. 13—1868.)

Board of Trade, Whitehall,
Sir, 23 January 1868.

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 18th instant, enclosing a copy of a letter addressed to the Commissioners of Customs, inquiring whether deductions from tonnage on account of crew space will be allowed under section 9, paragraph 4, of "The Merchant Shipping Act, 1867," only in the case of vessels registered or re-registered on or after the 1st instant.

In reply I am to state, for the information of the Commissioners, that it appears to the Board of Trade that at present every place in every ship appropriated to the berthing of seamen is required to be of the description named in paragraph 2 of section 9 of the Act of 1867, and is required to afford for each seaman 72 cubic feet of breathing space, with 12 superficial feet of space on the floor.

These

These provisions should be complied with whether the ship was registered before 1st of January 1868, or is or may be registered subsequently.

Steamships registered before the 1st of January 1868, have already the advantages in some instances of a certain allowance for crew spaces; that allowance will remain unaltered on the certificate of registry, unless and until the owners wish the vessel re-registered.

If the owners of a steamship do not wish their vessel re-registered they must still comply with the provisions of the Act of 1867 as regards space, ventilation, lighting, privies, &c.

If they require their vessel re-registered she must be treated as a new vessel, and in that case the deduction of one-twentieth or under, named in section 21, paragraph 4, of "The Merchant Shipping Act, 1854," will not be allowed, but such a deduction only as is due to the space when measured and certified under the Act of 1867 will be allowed.

The allowance or deduction on account of crew spaces, named in section 9 of the Act of 1867, is not limited, as was the case under the Act of 1854; but it is granted in lieu of, and not in addition to, the allowance under the Act of 1854.

The above views appear to this Board to be in accordance with the intention of the Legislature. Should the Commissioners agree in them the Board of Trade will, on hearing from the Commissioners to that effect, issue such instructions to their surveyors as may be necessary.

I am, &c.
(signed) *Thomas Gray.*

The Secretary, Customs.

Custom House, London,
14 February 1868.

The aforegoing copy of a letter from Mr. Gray, one of the assistant secretaries to the Lords of the Committee of Privy Council for Trade, is transmitted to the collector at , for his information and government, observing that any alteration made in vessels registered prior to the 1st January last, for the purpose of bringing the vessel into conformity with the requirements of the Act 30 & 31 Vict. c. 124, s. 9, is to be deemed an alteration entitling the vessel to registry *de novo*, if the owner apply for re-registry, when a survey of the vessel is to be made as regards any former allowances in the measurements of spaces for the crew; and all former deductions on such account are to be added to the existing tonnage before the deductions are made for crew space, which may be certified by the surveyor of the Board of Trade under the Act above referred to.

By Order of the Commissioners,
(signed) *J. B. Hale.*

— No. 47. —

(M. 2175.)

Messrs. *George Smith & Sons* to Board of Trade.

Sir, Glasgow, 19 February 1868.

We beg leave respectfully to call the attention of your Honourable Board to what appears to us to be an illegal application of the Merchant Shipping Act Amendment Bill of last Session, proposed to be adopted by the Customs here in registering our new ship "City of Edinburgh," recently launched; and as the ship is now proceeding rapidly with her loading, and will be dispatched on 25th instant, have to solicit your immediate attention thereto.

The only Act recognised at present for the measurement of ships by the British Parliament is the Merchant Shipping Act, 1854, the 21st section of which, clause 4, provides, "that nothing shall be added for a closed-in space solely appropriated to the berthing of the crew, unless such space exceeds one-twentieth of the remaining tonnage of the ship." Recent proceedings in the law courts with reference to the allowances to be made to steamships has fully determined that no order from your Honourable Board can interfere with the provisions of this Act, even where certain modifications, as in sect. 29, seemed to be placed under their regulation and control. Under this Act, therefore, there is no right to include top-gallant forecastles or other closed-in space wholly occupied by the crew. In dealing with the ship now referred to for register, it is proposed to include in the gross register for tonnage the entire top-gallant forecastle, as well as a small house on deck used solely for the apprentices, the gross tonnage of both being considerably under one-twentieth of the entire tonnage of the ship, the only deduction that is intended to be made being what is due to the space appropriated for the crew, apprentices, and officers, as provided for in the Amendment Act of last Session, leaving the nett tonnage register several tons in excess of what it ought to be.

Our reading of the Act of 1854, still unrepealed, is that forecastles on deck and houses for the apprentices cannot be included in the "register tonnage;" and by the Amendment Act of last Session we are entitled to a deduction of the tonnage due to the space set apart by us under the main deck for the first and second mates; and as we are satisfied the legal bearing of the matter cannot admit of a doubt, seeing the question has been so recently determined by competent authorities, and your Honourable Board have felt themselves obliged to acquiesce in that decision, we have respectfully to request that you will give orders to the gentleman in charge of that department at this port to conform to the requirements of the Acts of Parliament above referred to in registering this ship.

We have, &c.
(signed) *George Smith & Sons.*

The Secretary, Marine Department,
Board of Trade.

— No. 48. —

(M. 2202.)

Messrs. *George Smith & Sons* to Board of Trade.

Sir, Glasgow, 20 February 1868.

With reference to our letter of yesterday regarding our ship "City of Edinburgh," we think it right to explain that the point of difference which we raise is this; that the Customs officer, by the rule of the Act of 1854, measures the crew space *accurately* and *according to law*, excluding "all closed-in spaces solely appropriated to the berthing of the crew" in terms of section 21, clause 4. The Board of Trade officer measures the same space *inaccurately* and *contrary to law*. The Customs measure is received as the *gross tonnage*. The Board of Trade measure of crew space is that taken for *deduction*; and as the latter excludes everything that can possibly interfere with the proper accommodation for the crew, it is necessarily less than the closed-in space allowed by the Act 1854. It follows, therefore, that the deduction being thus lessened, the ship so treated will be made larger than she ought to be on the register.

The Amendment Act of last Session was clearly intended to extend still further than the original Act the right of exemption from tonnage measurement of all crew spaces wherever situated; but the instructions of your Board, 123/1867, 9th December 1867, are in the opposite direction.

We have, &c.
(signed) *Geo. Smith & Sons.*

The Secretary,
Marine Department, Board of Trade.

— No. 49. —

(M. 2175.)

Board of Trade to Messrs. *George Smith & Sons.*

Board of Trade, Whitehall,
21 February 1868.

Gentlemen,

In reply to your letters of the 19th* and 20th instant, I am directed by the Board of Trade to inform you that they have not the least intention of attempting to enforce anything with regard to the deduction from tonnage on account of crew spaces, which the Merchant Shipping Act, 1867, does not authorise; and I am to state that this Board will take immediate steps to advise themselves on the point of law which you have raised in your letter. It appears, however, to them to have been the clear intention of the Legislature that every space occupied by seamen and apprentices, and appropriated to their use, whether above deck or below, should be subject to the provisions of sect. 9 in the Act of 1867, and that the deduction from tonnage was introduced as an inducement to the shipowner to comply with those conditions.

* See *ante*, Nos. 47 and 48.

Under

Under such circumstances I am to inform you that if the spaces to which you refer are such as to fulfil those conditions they will at once be deducted. If not, the Board of Trade cannot take the responsibility of allowing them to be deducted without legal advice that this is the meaning and effect of the Act.

I am, &c.
(signed) *Thomas Gray.*

Messrs. George Smith & Sons,
208, Argyle-street, Glasgow.

— No. 50. —

M. 2175.)

Board of Trade to Commissioners of Customs.

Board of Trade, Whitehall,
21 February 1868.

Sir,

I AM directed by the Board of Trade to transmit the enclosed copies of letters addressed to this Board by Messrs. George Smith & Sons, of Glasgow, raising a point of law with reference to the application of the provisions of the Act of 1867, relating to the deduction from tonnage on account of crew spaces; also a copy of a Minute by Mr. Farrer on the point referred to.

The Board of Trade will be glad to have the opinion of the Commissioners of Customs on the point, and would suggest the propriety of taking the opinion of counsel, should the Commissioners consider that it is necessary.

I am, &c.
(signed) *Thomas Gray.*

The Secretary, Customs.

Enclosnre in No. 50.

MINUTE by Mr. *Farrer.* Encl. in No. 50.

THERE is undoubtedly a slip in not expressly repealing so much of paragraph 4 of sect. 22 of the old Act as exempts from registration "closed-in spaces on deck solely appropriated to the berthing of the crew, unless such space exceeds one-twentieth of the tonnage of the ship."

The consequence of this would be, that unless it is virtually repealed by sect. 9 of the Act of 1867, the deduction for this space must be given under the old Act, and if there is any further space in other parts of the ship appropriated to the crew, and coming within the conditions of sect. 9 of the Act of last year, such space must be added to the deduction.

But it is to be observed that paragraph (1) of sect. 9 of the Act of last Session clearly applies to all spaces appropriated to the use of the crew, whether deducted under the old Act or not; so do paragraphs 2, 6, 8, and 9; and therefore the shipowner is bound to comply with the conditions contained in those paragraphs under heavy penalties, whether he is entitled to the deduction under the old Act or under the new one. The question remains whether paragraphs 3, 4, 5, and 7, which authorise the deduction, also apply to the closed-in space on deck in such a manner as to be *in substitution for*, and not only in addition to, the provision in the old Act. In favour of this construction is to be alleged the general intention of the section, and the general language and application of paragraphs 1, 2, 6, 8, and 9, and also the language of paragraph (4), which requires "every such place," *i. e.*, in every place occupied by seamen and apprentices, and appropriated to their use, including closed-in spaces on the upper deck, to be inspected and certified by one of the Board of Trade surveyors before a deduction is to be made. Our surveyor must therefore inspect the space on deck, and certify, or refuse his certificate, as the case may be. Supposing him to grant the certificate, the shipowner gets the deduction, and then *cadit quæstio.* Supposing him to find that the conditions of the Act of 1867 are not complied with, then it would follow that it was the intention of the Act of 1867 that no deduction should be made, and it would be a stultification of that Act to grant the deduction under the old Act.

There seems, therefore, to be a strong argument for holding that no deduction for crew space can be allowed, unless the conditions of the Act of 1867 are complied with. And supposing we were compelled by a slip in the law to grant the deduction, I think we should be bound to take steps to enforce the application of paragraphs 1, 2, 6, 8, and 9, by means of the penalties.

I think

I think we should reply at once to Messrs. Smith, that we have not the least intention of attempting to enforce anything which the Act does not authorise; and that we will take immediate steps to advise ourselves on the point of law they have raised. But that it appears to us to have been the clear intention of the Legislature, that every space occupied by seamen and apprentices, and appropriated to their use, whether above deck or below, should be subject to the provisions of sect. 9 in the Act of 1867; and that the deduction from tonnage was introduced as an inducement to the shipowner to comply with those conditions. Under such circumstances, if the spaces to which he refers are such as to fulfil those conditions, they will at once be deducted. If not, we cannot take the responsibility of allowing them to be deducted without legal advice, that this is the effect of the Act.

We should at once send the papers to the Customs, ask their advice, and let them take a legal opinion if necessary. Send them a copy of this Minute.

(signed) *T. H. Farrer.*

21 February 1868.

— No. 51. —

(M. 2225.)

Mr. *John W. Simpson* to Board of Trade.

Sir, Banff, 19 February 1868.

I AM presently fitting out a vessel for the Baltic and coasting trades under 100 tons register, and as I cannot obtain an answer here to the following queries, I take the liberty of addressing you, in the hope you will give me the requisite information.

1st. Where no *deduction from a vessel's registered tonnage* is wished, is it compulsory under the Merchant Shipping Act, 1867, to provide vessels under 100 tons register with privies for the accommodation of the crew?

2nd. Under that Act, and where no deduction from tonnage is wished, is it compulsory to fit vessels under 100 tons register with ventilators in their forecastles, and to keep these forecastles clear of all stores belonging to the vessel when the cubical contents of these forecastles far exceed the space specified in the Act?

An early reply will oblige.

Yours, &c.

The Assistant Secretary, (signed) *John W. Simpson.*
Marine Department, Board of Trade.

— No. 52. —

(M. 2225.)

Board of Trade to Mr. *John W. Simpson.*

Board of Trade, Whitehall,

Sir, 26 February 1868.

* See *ante*, No. 51. IN reply to your letter of the *19th instant, preferring certain questions with regard to the Merchant Shipping Act, 1867, I am directed by the Board of Trade to point out to you—

1. That para. 3, sect. 9, of the Act clearly shows that the construction of privies on board ship is not obligatory where no deduction from tonnage on account of crew spaces is required.

2. That every seaman in any ship, whether deduction from tonnage is or is not required, must be provided with an amount of space not less than that set forth in para. 1, sect. 9, and that certain conditions with regard to that space as required by para. 2 of the same section must be complied with, and if not complied with the owner will be liable to the penalty named in para. 9 of the same section. Also that if the requirements under para. 6 of the same section are not complied with, the master will be liable to the forfeit named in para. 8, on complaint being made under the conditions therein stated.

I am to add that there is nothing in that part of the Act which relates to crew spaces which exempts any vessels from its provisions.

I am, &c.

Mr. John W. Simpson, Banff. (signed) *Thomas Gray.*

— No. 53. —

(M. 2230.)

Messrs. *Robertson & Co.* to Board of Trade.

5, Newman's-court, Cornhill,
21 February 1868.

Gentlemen,

We beg reference to the enclosed paper respecting sundry alterations made on board the ship "Pegasus," now lying in the East India Dock, all of which, with one exception, have been made in accordance with the late Act of Parliament.

The exception above referred to is that of having the height of the top-gallant forecastle increased.

On consulting with the builders of the ship they assure us that to comply with this order would actually make the ship unseaworthy and dangerous, and as the vessel is only small, the present height (5 feet 7 inches) is a good average one, and hitherto considered sufficient for the crew she carries, and fully equal to that of ships of her size.

Under such circumstances, we trust a certificate may be granted, as all the other conditions have been fully complied with.

One of Lloyds' surveyors has also been consulted as to the foregoing, and confirms all we write on the subject.

We remain, &c.
(signed) *Robertson & Co.*,
Agents for Owners of the "Pegasus."

The Marine Surveyors,
Board of Trade, Whitehall.

Enclosure in No. 53.

Surveyor's Report on Crew Space.

(Imperfect Arrangements.)

Merchant Shipping Act, 1867.

Name of Vessel -	Pegasus.	Official Number -	29,175
Port of Registry -	Liverpool.	Register Tonnage -	525

Sir,

Having, in compliance with your application of the 4th instant, inspected the place appropriated to the crew on board the above-named vessel, I have to inform you that before I can certify that the provisions of the Merchant Shipping Act, 1867, in respect to the said place are complied with, the under-mentioned repairs, additions, or alterations must be carried out.

Dated at London this 6th day of February 1868.

(signed) *Thomas W. Traill*,
Surveyor appointed by the Board of Trade.

To Messrs. Robertson & Co. 5, Newman's-court, Cornhill, E.C.

The height of top-gallant forecastle increased, so that there is sufficient height for men of ordinary stature to stand and move about in an upright position; more and sufficient light; hawse bags or other means to prevent the water coming in when the cables are bent; means for ventilating properly. Hatch made tight to prevent smell coming up from forepeak; light in cabins under top-gallant forecastle; two privies fitted outside top-gallant forecastle.

— No. 54. —

(M. 2230.)

Board of Trade to London Surveyor (Mr. *Traill*).

T. W. Traill, Esq.

THE certificate must *not* be withheld under these circumstances.

21 February 1868. (signed) *Thomas Gray.*

— No. 55. —

(M. 2242.)

Mr. *J. H. Nicholson* to Board of Trade.

Sir, South Shields, 20 February 1868.

WISHING to comply with the Merchant Shipping Act, 1867, as to the berthing and accommodation of the crew on board my ship the "Elizabeth Nicholson," O.N. 17,576, I find the height between beams is only about 5 feet 2 inches, whereas the minimum height required by your surveyor for this port is 5 feet 6 inches. I beg respectfully to ask your Board to let me comply with the Act, and allow me to give extra length in lieu of height, as I cannot lower the hold beams on account of the bow ports, my ship being employed in the Baltic trade. As it is not absolutely essential by the Act that the accommodation should be any particular height, it will be a great hardship to insist upon owners of old ships going to the expense of lowering beams, besides interfering with the particular trade in which many of them are employed. I trust it will not be made compulsory in this case, being otherwise willing to comply with the regulations.

I have, &c.

(signed) For *J. H. Nicholson*, Owner,
William Couper.

The Assistant Secretary of the Board of Trade.

N.B.—This was sent to Mr. Barber for his report.

— No. 56. —

(M. 2242.)

Mr. *Barber* to Board of Trade.

THIS question of the lowness of crew spaces is surrounded with difficulties, and it is, perhaps, as undesirable to specify what height shall be the minimum to be allowed, as it would be to establish (by granting this application) a precedent for extreme lowness. Some crew spaces in old vessels are, from their form and arrangement, more habitable and comfortable than spaces of greater height in more modern-built ships, so each case must be decided upon its own merits, but I would like fuller information respecting this case before I express an opinion. "*The height between beams is only about* 5′ 2″" is not an intelligible statement. It would have been better if the surveyor had, in accordance with para. 11 of Instructions, himself submitted this case; and I think he should be requested to send a complete description of the accommodation, height, ventilation, &c., with a plan and elevation of the place. In the meantime, it may, perhaps, be as well to inform the owner that the surveyor at North Shields has been requested to report full and complete particulars of the crew space in question; and that although the Act does not specify that a crew space shall be of any particular height, it requires that every place shall be such as to make the statutory space "available for the proper accommodation of the men who are to occupy it."

22 February 1868. (signed) *Geo. Barber.*

— No. 57. —

(M. 2242.)

Board of Trade to Surveyor, South Shields.

The Surveyor, Shields,

This space should be passed if it is suitable in every respect. The surveyor should not refuse anything over five feet, without first referring the case to the Board of Trade.

26 February 1868. (signed) *Thomas Gray.*

Surveyor's Office, Sailors' Home, North Shields,
28 February 1868.

The owner has agreed to build a deck-house for this vessel, which will be much better.

(signed) *Wm. Burroughs,*
Surveyor.

— No. 58. —

(M. 2279.)

Commissioners of Customs to Board of Trade.

Sir, Custom House, E.C., 21 February 1868.

I am desired by the Commissioners of Customs to acquaint you that, in accordance with the request of the Board of Trade, as signified by your letter of the 14th* instant (M. 919), the collectors of this revenue at the several outports of the United Kingdom have been instructed to refer shipowners to the surveyors of steam vessels appointed by the Board of Trade under the Merchant Shipping Act, 1854, on questions of the survey of crew spaces under the Merchant Shipping Act of 1867.

* See *ante*, No. 25.

I am, &c.

Thomas Gray, Esq., (signed) *Geo. Dickins.*
&c. &c. &c.

— No. 59. —

(M. 2479.)

Messrs. *George Smith & Sons* to Board of Trade.

Sir, Glasgow, 27 February 1868.

We have been duly favoured with yours of 21st* inst., replying to ours of 19th† and 20th† idem, from which it appears to us obvious that some misunderstanding has existed in issuing the order 123/1867, in which a *closed-in space solely appropriated to berthing the crew* is required to be added to the tonnage prior to the crew space, as measured by your surveyor, being deducted. Every cubic foot of space thus charged to the tonnage is appropriated to berthing of the crew, and by either Act should be excluded from the tonnage; for there is clearly no ground whatever for restricting the space to be allotted to the seamen, under either the one or the other.

* See *ante*, No. 49.
† See *ante*, Nos. 47 and 48.

Since the passing of the Act, 1854, the whole top-gallant forecastle has been held to be, as it undoubtedly is, in fact, crew space, and it seems not a little inconsistent to measure the same identical space by one rule to be *added* to tonnage, and by another in order that it may be *deducted* therefrom.

We think it quite right that your surveyor should see that the crew have the deck room and breathing space required by the Act of 1867, but we respectfully submit that he has no right *to add any closed-in space solely appropriated to berthing the crew* to the tonnage, under the Act 1854; or to deduct from our allowance any portion of any space so appropriated by the shipowner, by adopting a mode of measurement unknown to the law, and unauthorised by the Act of 1854, which is the sole Act to regulate the tonnage of the ship; that of 1867 merely authorising a deduction for crew space from the tonnage as measured under the previous Act, so far as that space thus allowed had been included in the measurement.

So far as the ship now referred to is concerned, the topgallant forecastle has *authorised room* for 45 seamen, only 25 or 26 being berthed there. In order, therefore, to make ourselves right as to tonnage, we have only to remove the bulkhead in front a few feet farther forward, and have the ship re-measured on her return. The men will have little more than half the space we intended and wished they should have had; and the Act of last Session, intended for the benefit of the seamen, will be worse than a dead letter.

We have two others of same dimensions now building, and we must take care that they are made right. We would hope, however, that the representations made by ourselves and others on the subject may lead to the adoption of a sounder policy on the part of your Board.

We are, &c.

The Assistant Secretary, (signed) *George Smith & Sons.*
Marine Department, Board of Trade.

— No. 60. —

(M. 2479.)

Board of Trade to Mr. *Barber*.

The Chief Shipwright Surveyor,
Mercantile Marine Office, Newcastle.

WHEN Mr. Barber arrives in Glasgow, he is requested to call on Messrs. Smith & Sons, with reference to the questions raised in these papers, and to report thereon.

28 February 1868. (signed) *Thomas Gray.*

— No. 61. —

(M. 2494.)

Commissioners of Customs to Board of Trade.

Sir, Custom House, E.C., 27 February 1868.

I AM desired by the Board of Customs to acknowledge the receipt of your letter, dated the 21st* instant (M. 2175), forwarding copies of communications which have been addressed to the Board of Trade by Messrs. George Smith & Sons, of Glasgow, raising a point of law with reference to the application of the provisions of section 9 of the "Merchant Shipping Act, 1867," and transmitting at the same time copy of a Minute by Mr. Farrer on the point referred to.

* See *ante*, No. 50.

In reply, I am desired to state to you that the Board of Customs have consulted the Chief Registrar of Shipping and the Solicitors to this Department, and, looking to the importance of the question, the Board have deemed it advisable to direct that a case be prepared for the opinion of the Attorney and Solicitor General, which, when drawn, will be forwarded for the inspection of the Board of Trade.

I am, &c.

Thomas Gray, Esq., (signed) *George Dickins.*
&c. &c.

— No. 62. —

(M. 2668.)

Bridgwater Collector of Customs to Board of Trade.

Custom House, Bridgwater,
3 March 1868.

Sir,

Several shipowners having inquired of me whether they would be liable to pay the expenses for the attendance of the surveyor from Bristol, in the event of their vessels being measured for crew space on registry or re-registry, whether deduction from the tonnage is claimed or not ;

I beg you will be pleased to inform me on the subject.

And as an opinion prevails here and elsewhere that owners have the option of choosing whether they will have their vessels measured for crew space, or not, on registry or re-registry, I beg to know (provided the Act is not permissive) whether I should not be warranted in refusing to grant a certificate of registry until the crew space has been measured.

I am, &c.
(signed) *Geo. Williams*,
Collector.

— No. 63. —

(M. 2668.)

Board of Trade to Bridgwater Collector of Customs.

Board of Trade, Whitehall,
7 March 1868.

Sir,

In reply to your letter of the 3rd* instant, making certain inquiries with regard to the application of section 9, of the "Merchant Shipping Act, 1867," and to the payment of the expenses of the surveyor proceeding to inspect vessels under that section of the Act, I am directed by the Board of Trade to state for your information—

* See *ante*, No. 62.

1. That the owners will have to pay the expenses of the surveyor.
2. That the registrar has no power to refuse a certificate of registry when the Act is not complied with as regard crews spaces.
3. That paragraphs 1, 2, 6, 8, and 9, of section 9 of the Act are compulsory in all cases, whether the ship was registered before or is registered after the 1st of January 1868, and whether any allowance is claimed or not.
4. That in the case of ships registered or re-registered after the 1st of January 1868 no deduction must be allowed on account of crew spaces unless all of the provisions of section 9 are complied with.

I am, &c.
(signed) *Thomas Gray.*

The Collector of Customs,
Bridgwater.

— No. 64. —

(M. 2679.)

Liverpool Surveyor to Board of Trade.

17, Lower Buildings, North, Liverpool,
2 March 1868.

Sir,

In surveying vessels under the Act 1867 for crew space, the owners have in some instances been unwilling to erect privies, but have otherwise carried out the requirements of the Act. I therefore most respectfully request that you will instruct me whether it is compulsory that such should be fitted, when the crew space is measured in the register tonnage, and a deduction is not required, and also if, in such cases, the usual report, Stm. 25, should be forwarded to the Board.

I am, &c.
(signed) *Alexander Elder.*

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 65. —

(M. 2679.)

Board of Trade to Liverpool Surveyor.

The Surveyor, Liverpool,

THE erection of privies is not compulsory, but if they are not provided, then no deduction can be allowed from tonnage on account of crew spaces.

4 March 1869. (signed) *Thomas Gray.*

— No. 66. —

(M. 2708.)

Mr. *W. H. Palmer* to Board of Trade.

Sir, Great Yarmouth, 3 March 1868.

I HAVE just built a new smack, named "Rosemary;" she has been measured and surveyed by the Customs at this port, and the measurement forwarded to Lowestoft, where I require her registered. The collector there refuses to register unless I comply with the Act as to space for seamen, and get her surveyed accordingly. This would doubtless cause me to make many alterations, which I cannot afford to do, more especially since vessels of this description carry many more hands in proportion than others, thus the tonnage of this one is 24 and carries 10 hands.

I enclose full particulars of the vessel in question, and should be obliged by your informing me whether the Act is in force against vessels of this class, and, if so, whether in this instance I am compelled to find room accordingly for 10 hands.

Yours, &c.

The Secretary, Board of Trade. (signed) *W. H. Palmer,*
Agent to Owner.

Name, "Rosemary;" length, 50 ft. 6 in.; breadth, 15 ft. 3 in.; depth. 7 ft. 1 in.; tonnage, $24\frac{60}{100}$; after-cabin, 12 ft. long; fore-cabin, 13 ft. 8 in. long.

— No. 67. —

(M. 2708.)

Board of Trade to Mr. *W. H. Palmer.*

Board of Trade, Whitehall,

Sir, 13 March 1868.

* See *ante*, No. 66. IN reply to your letter of the 3rd* instant, I am directed by the Board of Trade to inform you that on the registration or re-registration of a vessel, she must, under para. 4, sect. 9, of the "Merchant Seamen's Act, 1867," be inspected by a surveyor appointed by the Board of Trade. I am to add that the vessel will be registered, after inspection, by the surveyor, whether the space is or is not satisfactory or sufficient; but if it is not satisfactory or sufficient, no allowance can be granted from the registered tonnage.

I am, &c.

Mr. W. H. Palmer, (signed) *Thomas Gray.*
Great Yarmouth.

— No. 68. —

(M. 2781.)

Mr. *Robert Plummer* to Board of Trade.

Caistor, next Great Yarmouth,
Sir, 5 March 1868.

On application to the Collector of Customs at Yarmouth this morning for the certificate of registry of our new fishing lugger, "Orion," I was informed that it could not be delivered to me till your surveyor came down from London to certify that my mates had sufficient room allotted to them in the lugger.

My father, brother, and myself, are the owners of this little craft, which we have managed to build through our industry and carefulness, and it does indeed seem a hardship that, now she is ready for sea, we are not permitted to leave the port because there is no surveyor to your Honourable Board here. I most respectfully beg, sir, that you will write to the Collector of Customs by return of post, in order to arrange for our sailing, as it is of the greatest consequence to us poor men, who have no other way but fishing to earn a livelihood.

I am, &c.
Thomas Gray, Esq., (signed) *Robert Plummer.*
Board of Trade.

— No. 69. —

(M. 2781.)

Board of Trade to Collector of Customs, Yarmouth.

The collector, Yarmouth, has no power to grant a certificate of registry until the crew spaces are inspected.

(signed) *Thomas Gray.*

— No. 70. —

Collector of Customs, Yarmouth, to Board of Trade.

Sir, Custom House, Yarmouth, 10 March 1868.

The above directions having been communicated to Mr. Plummer, I beg to return these papers, and, in so doing, to draw your attention to a representation which has been made to me of the almost impracticability of carrying out the regulations of the Act in respect to fishing smacks or vessels; it being stated that a compliance with the regulations would very materially affect the sailing safety of the vessels, and in others that it would be impossible to fulfil the space requirement of the Act, and that the other regulations would inconveniently interfere with the working of the fishing gear. Under these circumstances I would venture to suggest, whether it would not be advisable that one of the surveyors should make a special inquiry on the subject for your consideration.

(signed) *William C. Maclean,*
Thomas Gray, Esq., Secretary. Collector.

— No. 71. —

(M. 2804.)

Mr. *John Drew* to Board of Trade.

Sir, Teignmouth, 6 March 1868.

I have a vessel requiring to be re-registered; have done the needful in cancelling the old one, and now wait for the new one to be issued. The registrar hesitates

to do so before I get the vessel surveyed according to the Act, 1867, sect. 9. I want no deduction from the register tonnage, for any place appropriated to the accommodation of seamen, &c. 1st. Is he justified in withholding the new register under the circumstances? and, secondly, is it imperative by the Act that all ships shall have a privy, *whether it is required or not for the place appropriated to the accommodation of seamen and apprentices*, to be deducted from the registered tonnage? If you will kindly give me an early reply, I shall feel obliged.

I am, &c.
(signed) *John Drew*, Owner,
Schooner "Benjamin Scott."

Thomas Gray, Esq.,
Assistant Secretary, Board of Trade.

— No. 72. —

(M. 2804.)

Board of Trade to Mr. *John Drew*.

Sir, Board of Trade, Whitehall, 12 March 1868.

In reply to your letter of the 6th* instant, I am directed by the Board of Trade to refer you to paragraph 4, sect, 9, of the "Merchant Shipping Act, 1867," which provides that whenever a ship is registered or re-registered she must be inspected by one of the surveyors appointed by this Board, under Part IV. of the principal Act.

* See *ante*, No. 71.

With regard to whether it is imperative that all ships shall have a privy on board, whether deduction from tonnage is or is not required, I am to refer you to paragraph 3 of the same section of the Act, which makes the construction of a privy imperative only when deduction from tonnage is required.

Paragraphs 1, 2, 4, 6, 8, and 9, of this section of the Act apply whether any deduction is or is not claimed from tonnage.

I am, &c.
(signed) *Thomas Gray.*

Mr. John Drew, Teignmouth.

— No. 73. —

(M. 2841.)

London Surveyor (Mr. *Traill*) to Board of Trade.

Sir, East India Avenue, E.C., 6 March 1868.

Having been requested to inspect the crew space of several fishing vessels at Lowestoft, I did so yesterday, and find that in many such vessels the floor of the place where the crew are berthed is necessarily very narrow, but, from the shape of the vessel, increases considerably at the height of the lockers on which the men sit, and increased still more at height of bottom of sleeping berths. Now the Act specifies 12 superficial feet as the space to be allowed for each man, provided there is 72 cubic feet for each one of the crew. In such vessels it will be almost impossible, if not quite impossible, for the owners to give the crew 12 superficial feet and 72 cubic feet. I would therefore respectfully suggest that if the surveyor finds that each man has 72 cubic feet, and that in his judgment the place is fit for the crew, of course having the Act complied with as to light, ventilation, and drainage, but disregarding the 12 superficial feet per man, at the same time seeing that there is sufficient floor space for the comfort of the crew when sitting on the lockers, that he may be allowed to certify that the provisions of the Act are complied with, as I venture to think it would be so in spirit, if not to the letter.

I have, &c.
(signed) *Thomas W. Traill*,
Surveyor, &c., London District.

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 74. —

(M. 3027.)

Seamen's Parliamentary Committee to Board of Trade.

Seamen's Parliamentary Committee,
Committee Room, 163, Duke-street, Liverpool,
12 March 1868.

Sir,

"The Merchant Shipping Act, 1867," enacts that "upon any complaint being made concerning any such place" (place occupied by seamen or apprentices, and appropriated to their use), "one of the surveyors appointed by the Board of Trade may inspect such place, &c."

The intention of the Act in this respect is, there is much reason to fear, often defeated. Men do not know anything about the state of the forecastle until they have signed articles and are on board, and it is then too late to make a formal complaint in most cases. Many ships are daily leaving this port in a very defective condition as to accommodation for the men, for want of inspection.

May I venture to suggest that, in the new Bill, this clause may be amended so as to make inspection compulsory, so as to ensure the due fulfilment of the generous intention of the Act.

I am, &c.
(signed) *John Barrett.*

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 75. —

(M. 3027.)

Board of Trade to Seamen's Parliamentary Committee.

Sir,

Board of Trade, Whitehall, 14 March 1868.

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 12th* instant, suggesting that, in the Merchant Shipping Act Amendment Act, the clause relating to the inspection of crew spaces may be amended, with a view of making such inspection compulsory.

* See *ante*, No. 74.

I am to inform you that no ship can be registered or re-registered in the United Kingdom, unless the crew space is inspected.

I am, &c.
(signed) *Thomas Gray.*

John Barrett, Esq.,
Seamen's Parliamentary Committee,
163, Duke-street, Liverpool.

— No. 76. —

(M. 3188.)

Dublin Surveyor to Board of Trade.

Office of Surveyor of Steam Vessels
appointed by Board of Trade,
Custom House, Dublin, 14 March 1868.

Crew Accommodation—Privy.

Sir,

Referring to the "Hibernia," "Alexandra," &c., London and North Western Railway Company's channel cattle steamers, the Act requires that there shall be a privy for the use of the seamen. There is one, but, in my opinion, it is not fairly accessible. The deck space is completely filled up with cattle, and the privy is placed just before the port paddle-box. I inspected the vessel on Friday, just before leaving Dublin. It had a deck cargo of cattle, swine, at that place. I asked to see a man go to the place; he did so, stepping from the back of one beast to another, and holding on to anything he could get a hold of. I do not suppose this was contemplated on framing the Act.

They

They take any cattle, and there are sockets for rails for horse-stalls at that place, so that when they carry horses the arrangement will be somewhat as under. This one privy is all the accommodation in that way for deck passengers and crew, men and women. (*See* Diagram.)

There is another place, kept locked, for the use of the officers: it is at the starboard side. They carry soldiers, who have sometimes their wives with them, in what they call the barrack-room forward, a sort of lower forecastle. I am afraid to describe the road they would have to take to the above accommodation, and it is not necessary I should do so, for, not being a foreign-going vessel, the Act does not provide for them.

Can I pass this arrangement?

I am, &c.
(signed) *J. M'F. Gray.*

— No. 77. —

(M. 3188.)

Board of Trade to London and North Western Railway Company.

Board of Trade, Whitehall,
19 March 1868.

Sir,

I AM directed by the Board of Trade to transmit to you, for your information, and for any observations which you may wish to offer, the accompanying extract from the report of the Surveyor of Steam Ships at Dublin, with reference to the insufficiency of crew accommodation as regards privies on board your vessels, "Hibernia," "Alexandra," &c.

I am, &c.
(signed) *Thomas Gray.*

The Secretary,
London and North Western Railway
Company.

— No. 78. —

(M. 3366.)

London and North Western Railway Company to Board of Trade.

London and North Western Railway,
Secretary's Office, Euston Station, London, N.W.,
20 March 1868.

Sir,

* See *ante*, No. 77.

I BEG to acknowledge receipt of your letter* (M. 3188), of yesterday's date, with reference to the extract from the report of the Surveyor of Steam Ships at Dublin, which I have transmitted to the company's marine superintendent for inquiry and report, after which I will communicate with you further on the subject.

I am, &c.
(signed) *S. Reay.*

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 79. —

(M. 3421.)

Mr. *Barber* to Board of Trade.

5, East India Avenue, E.C.,
23 March 1868.

Sir,

* See *ante*, No. 60.

IN compliance with the instructions contained in your Minute of the 28th* ult. (M. 2479), I called upon Messrs. Geo. Smith & Sons, at Glasgow, and went fully into the questions which they had raised regarding the tonnage allowance for crew spaces situated above the tonnage deck.

The

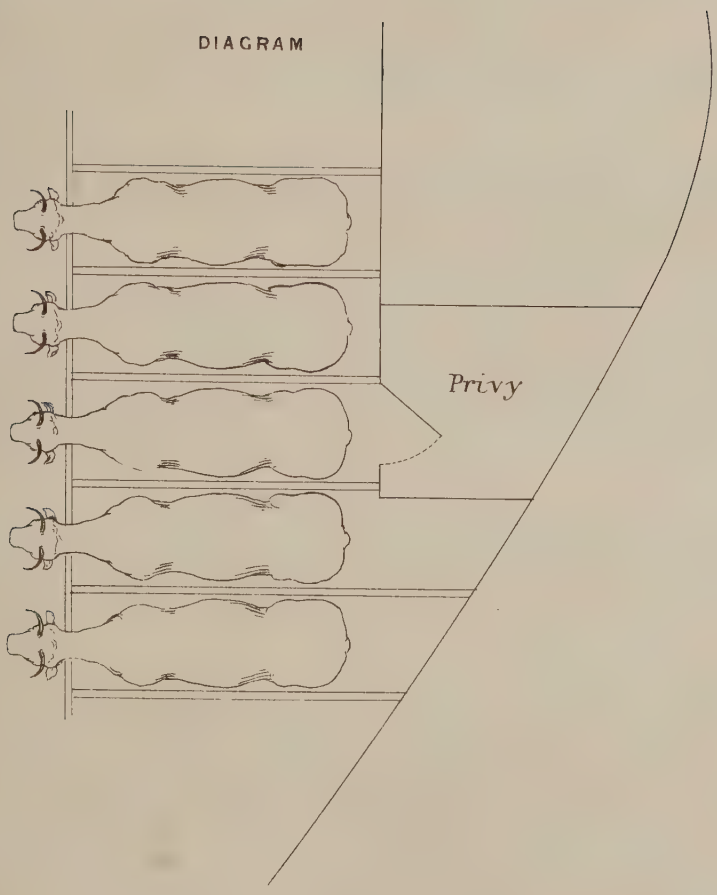


DIAGRAM
Privy

The following gentlemen, all of whom have given much attention to tonnage, also went fully into the same subject with me:—Mr. Allan Gilmour and Messrs. Jas. & Alex. Allan, steam and sailing-ship owners; Mr. Lawrie, Mr. Duncan, Mr. Ferguson, and Mr. Stephen, shipbuilders; and Mr. MacIntyre, the manager of Messrs. Palmers' shipbuilding establishment at Jarrow.

The conclusions, unanimously come to, were—

1. That the method adopted by the Board of Trade surveyors for computing the area of floor space and cubic capacity for the accommodation for the crew, is a correct and proper method.

2. That the instructions issued by the Commissioners of Customs to the Registrars ($_{1}{}_{2}{}^{3}$) are necessary, in order to prevent malpractices.

3. That, so far as deck-houses and cabins are concerned, there is practically no difference between the tonnage computed by the Board of Trade surveyor and that computed by the measuring surveyor; and there is, therefore, no discontent.

4. That, as regards upper forecastles, all cause of dissatisfaction will be removed if the tonnage allowance returned by the Board of Trade surveyor corresponds with that added by the measuring surveyor.

5. That if the tonnages *do* correspond, no objection can be made to the mode of procedure set forth in the order of the Commissioners of Customs to the Registrars ($_{7}{}^{1}{}_{8}{}^{2}{}_{67}{}^{3}$).

6. That, in order to make the tonnages coincide, it is only necessary that the Board of Trade surveyor shall compute the allowance by the method described in para. 4 of sect. 21 of the Merchant Shipping Act, 1854.

Seeing that the Act of 1867 does not expressly repeal para. 4 of sect. 21 of the Act of 1854, and seeing, also, that the spaces occupied by the bowsprit, windlass, &c., and the overhanging spaces due to the flare-out of the bows are "not available for cargo or stores," I would respectfully suggest that the surveyors be instructed to compute the tonnage allowance for crew spaces by the rule hereto appended, it being the same in substance as that described in the Act of 1854, and applied by the measuring surveyors.

I have, &c.

The Assistant Secretary,
Marine Department, Board of Trade.

(signed) *Geo. Barber*,
Chief Shipwright Surveyor.

Enclosure in No. 79.

RULE for Computing the TONNAGE ALLOWANCE to be granted under the "Merchant Shipping Act, 1867," for Spaces occupied by Seamen and Apprentices.

1. WHEN the seamen and apprentices are berthed in a *lower* forecastle, or in a forecastle permanently closed in *above* the upper deck, the tonnage allowance for the space solely appropriated to their use shall be ascertained as follows:—Measure the internal mean length of such space in feet, and divide it into two equal parts; measure at the middle of its height three inside breadths, namely, one at each end and the other at the middle of the length; then to the sum of the end breadths add four times the middle breadth, and multiply the whole sum by one-third of the common interval between the breadths; the product will give the mean horizontal area of such space; then measure the mean height, and multiply by it the mean horizontal area; divide the product by 100, and the quotient shall be deemed to be the tonnage allowance for such space.

2. When the seamen and apprentices are berthed in a deck-house or in cabins, the tonnage allowance for the spaces solely appropriated to their use shall be ascertained by multiplying together the mean length, breadth, and depth of such spaces, and dividing the product by 100, and the quotient so obtained shall be deemed to be the tonnage allowance for such spaces.

The aggregate tonnage (computed as above) of all the spaces solely appropriated to the use of the seamen and apprentices is the amount of tonnage allowance to be returned by the surveyor to the Collector of Customs, on Form Stm. 27.

In computing the tonnage allowance by either of the above rules no deduction need be made for incumbrances which are not available for cargo or stores.

— No. 80. —

(M. 3421.)

Board of Trade to Mr. *Barber*.

This appears to be satisfactory. Mr. Barber is requested to alter the instructions accordingly.

Care must, of course, be taken that the men's berths are of a proper shape, and that the parts of these forecastles used by the men are of a proper shape, and also that the whole is properly ventilated, &c.

24 March 1868. (signed) *Thomas Gray.*

— No. 81.—

(M. 4739.)

Padstow Collector of Customs to Board of Trade.

Custom House, Padstow, 2 May 1868.

With reference to the 4th paragraph, sect. 9, Merchant Shipping Act, 1867, I beg to be informed whether it is my duty as registrar to refuse *re-registry* of a vessel until she has been inspected by a surveyor, as required by the Act.

Respectfully,
(signed) *G. Reynolds,*
Collector and Registrar.

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 82. —

(M. 4739.)

Board of Trade to Padstow Collector of Customs.

Unquestionably. The Act is very clear on this point.

Paragraph 4, sect. 9, "provides that every such space shall, whenever the ship is registered or re-registered, be inspected by one of the surveyors appointed by the Board of Trade, under Part IV. of the Principal Act."

Therefore the collector should refuse registry unless and until the vessel has been inspected accordingly.

The Collector of Customs, Padstow, for his information and guidance.

4 May 1868. (signed) *Robert G. W. Herbert.*

— No. 83. —

(M. 4781.)

London Surveyor to Board of Trade.

Board of Trade Surveyor's Office,
5, East India Avenue, E.C.,
1 May 1868.

Sir,

Having inspected the crew space of the new steam-tug, "Fergus M'Ivor," I find an unusual amount of space allotted for the use of the crew, namely, about 20 tons forward and about 12 tons aft; the space aft is for the joint use of the master and mate. I have the honour to ask if I am to allow the whole deduction; if not, what portion of it.

I have, &c.
(signed) *Thomas W. Traill.*

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 84. —

(M. 4781).

Board of Trade to London Surveyor.

The Surveyor,

Is requested to report the number of hands usually employed on board this vessel, besides the master and mate.

6 May 1868. (signed) *Thomas Gray.*

Reply to No. 84.

(M. 4781.)

Caledonian Steam Towing Company to *T. W. Traill*, Esq.

Caledonian Steam Towing Company,
Office, 30, Bisterne-place, Poplar,
London, E., 8 May 1868.

Dear Sir,

The following is a list of crew of "Fergus M'Ivor":—

Captain.	Engineer.
Mate.	Two stokers.
2nd mate.	Coal trimmer.
Boy.	

when on sea services two extra hands.

Mr. Traill.

Yours, &c.
(signed) *T. F. Watson.*

— No. 85. —

(M. 4781.)

Board of Trade to London Surveyor.

T. W. Traill, Esq.,

If the surveyor certifies for the whole space, how many men will it accommodate at the prescribed number of cubic feet?

12 May 1868. (signed) *Thomas Gray.*

— No. 86. —

(M. 4781.)

London Surveyor to Board of Trade.

It will accommodate 21 persons at 72 cubic feet, forward.
Ditto - ditto 12 ditto - ditto - aft.

Total - - 33 ditto - ditto - forward and aft.

But it will only accommodate 20 persons at 12 superficial feet each, forward
Ditto - - ditto - - 11 ditto - - ditto - - aft.

Total - - 31 forward and aft.

and 20 and 11 are the numbers now cut in the beams.

As it is urgent the obtaining the certificate of registry, may I ask for an answer by hand to-day, so I may send Form Stm. 27 to Collectors of Custom by to-day's mail.

I have, &c.
13 May 1868. (signed) *Thomas W. Traill.*

— No. 87. —

(M. 4781.)

Board of Trade to Solicitor to Customs.

The Solicitor, Customs,

WILL the solicitor be so good as to advise on this point?

15 May 1868. (signed) *Thomas Gray.*

— No. 88. —

(M. 4781.)

Solicitor to Customs to Board of Trade.

THE first article of section 9 of the Merchant Shipping Act of last Session, provides, that the space occupied by each seaman or apprentice shall be not less than 72 cubic feet and 12 superficial feet measured on the deck or floor of such space. The object of the statute was to provide sufficient room for the proper accommodation of seamen or apprentices, more than that the Legislature could not have intended. Article 4 provides for the inspection of such space by a Board of Trade surveyor, who, if satisfied that it is in accordance with the requirements of the Act, will give the collector of customs a certificate, ascertaining the space that should be deducted from the registered tonnage. It seems clear that the owner of the vessel makes his calculation as to the space which he intends claiming before the surveyor goes on board to inspect and see that it is right, and the number of the crew to be accommodated is a main element of that calculation. Now, if the surveyor is not satisfied, on inspection, that the Act is complied with, where a space is appropriated for the accommodation of a crew of eight or ten seamen, which would, under the Act, be sufficient for a crew of 31, a crew trebly excessive for the navigation of the vessel, I think he may withhold the certificate until the space be reduced, so as to carry out the object of the Legislature and meet the exigencies of the case.

I entirely concur in Mr. Farrer's opinion, that it is a delicate thing to direct a course that may be regarded a dictation as to the number of seamen by which a vessel should be manned. The surveyor, however, may, by a conciliatory conduct, adjust differences whilst enforcing the spirit and policy rather than the rigid letter of the Act.

Customs, 16 May 1868. (signed) *J. O'Dowd.*

— No. 89. —

(M. 4781.)

Board of Trade to London Surveyor.

The Surveyor,

THE Board of Trade are not satisfied on this point. The owners have fixed their crew at from six to eight men, and they ask for an allowance for 31 men. Before the Board of Trade can agree to their surveyor giving a certificate, they wish to hear from the owner the grounds on which he claims so large a deduction.

(signed) *Thomas Gray.*

18 May 1868.

Reply to No. 89.

(M. 4781.)

Caledonian Steam Towing Company to Board of Trade.

Caledonian Steam Towing Company,
Office, 30, Bisterne-place, Poplar,
London, E., 23 May 1868.

Dear Sir,

In reply to your inquiry, viz., "On what grounds we claim the reduction of tonnage for cabin space in the 'Fergus M'Ivor,'" we have to state that the whole of the cabins measured by you are exclusively set apart for the use of the crew, and that we do not carry any cargo. The boat is used for towing vessels to all parts of the coast and to the continent, and when engaged in over-sea work she carries extra crew.

Yours, &c.
(signed) *T. F. Watson*, Manager.

T. W. Traill, Esq.

— No. 90. —

(M. 4781.)

Board of Trade to Commissioners of Customs.

Board of Trade, Whitehall,
28 May 1868.

Sir,

I am directed by the Board of Trade to transmit the enclosed papers for the consideration of the Commissioners of Customs.

It appears that the crew of the "Fergus M'Ivor" ordinarily amounts to about seven men, and occasionally nine men, but from the surveyor's letter the space which the owners wish deducted from tonnage would accommodate about 31 men.

The whole of this space, the owners state, is exclusively set apart for the use of the crew; but looking to the fact that the amount of deduction asked for is very much in excess of the space required by the Act to be allotted to the number of hands carried, and looking to the injustice to other vessels paying dues, if the registered tonnage of these vessels is so greatly diminished, the Board of Trade are desirous of obtaining the advice of the Board of Customs.

It appears to this Board that, if they can legally do so, they ought to reduce or refuse to allow the extraordinary deduction claimed in this case.

I am, &c.
(signed) *Robert G. W. Herbert.*

— No. 91. —

(M. 5016.)

Messrs. *Alexander Bruce & Co.* to Board of Trade.

Bath-street, Liverpool,
11 May 1868.

Sir,

We respectfully request that you will allow your surveyor at this port to measure and deduct from the register the crew space on board the barque "Lady Macdonald," of Miramichi (official number 38,740), 501 tons register; and further, that the said deduction may be allowed to be endorsed by the registrar of shipping at this port on the vessel's present register

Your favourable consideration of this application will oblige,

Yours, &c.
(signed) *Alexander Bruce & Co.*

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 92. —

(M. 5016.)

Board of Trade to Messrs. *Alexander Bruce & Co.*

Board of Trade, Whitehall,
12 May 1868.

Gentlemen,

* See *ante*, No. 91.

In reply to your letter of the 11th instant,* I am directed by the Board of Trade to inform you that they have directed their surveyors to attend to your application for the inspection of the barque "Lady Macdonald," under the Act of 1867, but I am to inform you that, if you desire to obtain any allowance for crew spaces, this vessel must be re-registered.

I am to refer you to para. 4, sect. 9, of the Act.

I am, &c.
(signed) *Thomas Gray.*

Messrs. Alexander Bruce & Co.,
Bath-street, Liverpool.

— No. 93. —

(M. 5241.)

Mr. *C. Bishop* to Board of Trade.

Sir, 16 May 1868.

On applying to the collector of customs for the registry of a new yacht, I was surprised to find that gentleman refused to grant such register until she had been surveyed by the Board of Trade surveyor recording at Southampton, whose expenses are to be borne by the owner of the yacht; and I was referred to the 9th section of the "Merchant Shipping Act, 1867." As the principal object to be attained by that section appears to be that proper space should be provided for the crew, &c., and as the whole of these splendid yachts, many of them 150 to 200 tons, are appropriated to the gentlemen sailing in them, and the respective crews, and as every accommodation is afforded the crew, not only in providing space, but in doing everything regardless of expense in fitting them up, in proper ventilating, and every other requisite, surely the collector must be wrong in supposing that it was the intention of the Legislation to include these yachts in the provision of the Act referred to.

An answer will greatly oblige.

Yours, &c.
(signed) *Chas. Bishop,*
Yacht Agent, Cowes.

The Secretary, Marine Department,
Board of Trade.

P.S.—I beg you will pardon me for troubling you.

— No. 94. —

(M. 5241.)

Board of Trade to Mr. *C. Bishop.*

Sir, Board of Trade, Whitehall, 21 May 1869.

* See *ante*, No. 93.

In reply to your letter of the 16th instant,* I am directed by the Board of Trade to inform you that seagoing ships, being pleasure yachts, are excepted from the provisions contained in sect. 9 of the "Merchant Shipping Act, 1867," and that the collector of customs at Cowes has been instructed accordingly.

I am, &c.
(signed) *Thomas Gray.*

Mr. Charles Bishop, Yacht Agent,
Cowes.

— No. 95. —

(M. 5277.)

Messrs. *Thomas Wilson, Sons & Co.* to Board of Trade.

Sir, Hull, 18 May 1868.

Our steamer, "Baron Hambro," has lately been lengthened, and has, it appears, been surveyed by Mr. Parry, and he sends the enclosed notice, demanding payment of 2 *s.* 1 *d.* for cab-hire, and asking for alterations which, so far as we know, are quite unnecessary, as there is nothing the matter with the ventilation, and the forecastle is considerably larger than is necessary for the crew she requires; we also expected that the fees which we have to pay were to cover Mr. Parry's expenses, and that in the discharge of his duties he had to visit the ships without charging for cab-hire. We shall be much obliged if you will inform us whether we are to pay such charges, and also whether Mr. Parry has power to ask for alterations which are not wanted.

We are, &c.

To the Assistant Secretary, (signed) *T. Wilson, Sons & Co.*
Marine Department, Board of Trade,
Whitehall.

— No. 96. —

(M. 5277.)

Board of Trade to Messrs. *Thomas Wilson, Sons & Co.*

Sir, Board of Trade, Whitehall, 19 May 1868.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 18th instant,* and to return the enclosure respecting the crew spaces of the "Baron Hambro."

*See *ante*, No. 95.

You are in error in stating that fees are payable in respect of the inspection of forecastle. This inspection is made under the Act of 1867.

The expenses named by Mr. Parry should be paid, and he has power to require, and appears to be acting properly in requiring, the additions named in Par. B of the enclosed form.

If you are in doubt, the Board of Trade will direct an officer to proceed from this port and inspect the forecastle of this vessel. The expenses of his visit will have to be borne by you as owners of the ship.

I am, &c.

(signed) *Thomas Gray.*

— No. 97. —

(M. 5440.)

Mr. *Galloway* to Board of Trade.

Sir, 25 May 1868.

I BEG to inform you that, on Friday last, I inspected the ship "Noranside," of Dundee. This vessel was measured by Mr. Taplin, and the only thing required to be done to complete the return to be sent to the collector of customs was to see that the words and numbers were cut in the beams. This I did, and in looking over the accommodation I observed that the several deck houses, &c., were certified for 34 seamen, although the total number of the crew never exceeded 18 persons. In the cabin or deck house, in red, I observed *two berths*, although the place was certified for five seamen.

This morning I again visited the vessel, when I found that the *two berths* in the cabin *written in red** were taken down, and the place full of stores. I told the captain I should report it to the Board of Trade.

* Printed in *italics*.

Below, I give the number of berths in each place, and the number of seamen they are certified to berth.

I have, &c.

The Assistant Secretary, (signed) *R. Galloway.*
Marine Department, Board of Trade.

	Berths.	Certified to accommodate.
T. G. forecastle - - - - -	12	19
Deck house - - - - - -	4	4
Cabin under poop - - - - -	*nil.*	5
Cabin under poop - - - -	2	4
Cabin under poop - - - -	2	2
	20	34 seamen.

(signed) *R. Galloway.*

— No. 98. —

(M. 5440.)

Board of Trade to Mr. *Galloway.*

The Chief Surveyor,

Has this vessel *been* registered, and, if so, what deductions have been allowed?

Or is the surveyor withholding his certificate for the present.

26 May 1868. (signed) *Thomas Gray.*

— No. 99. —

Mr. *Galloway* to Board of Trade.

This vessel is to be re-registered to obtain the deduction of crew space, which amounts to 25½ tons, as per measurement by Mr. Taplin. The Form, Stm. 27, was delivered to the Collector of Customs, London,* on Friday last, but the new register is to be granted at Dundee. I suppose the Form 27 will be forwarded to Dundee for that purpose.

27 May 1868. (signed) *R. Galloway.*

— No. 100. —

(M. 5440.)

Board of Trade to Commissioners of Customs.

Sir, Board of Trade, Whitehall, 2 June 1868.

I am directed by the Board of Trade to transmit, for the information and consideration of the Commissioners of Customs, the enclosed papers as to the inspection of the crew spaces of the "Noranside," under the "Merchant Shipping Act, 1867," and I am to request you to have the goodness to draw their attention to this case, in connection with the case of the "Fergus M'Ivor," about which this Board addressed a letter (M. 4781) to the Commissioners on the 28th instant.

See *ante*, Nos. 97, 98, 99.

I am, &c,

The Secretary, Customs. (signed) *Thomas Gray.*

* Forwarded to Dundee, where the vessel is registered.

— No. 101. —

(M. 5564.)

Commissioners of Customs to Board of Trade.

Sir, Custom House, E.C., 31 May 1868.

I AM desired by the Board of Customs to transmit to you, for the consideration and direction of the Lords of the Committee of Privy Council for Trade, the accompanying copy of a letter, this morning received from Mr. Donald Macgregor, of Leith, requesting that the new steamer "Don" may, under the circumstances therein set forth, be registered at Leith, without waiting for the certificate of the Board of Trade surveyor in regard to crew space; and, in the urgent circumstances of the case, I am to suggest whether their Lordships may not see fit to signify their decision by telegraph to the collector of this revenue at Leith.

I am, &c.
(signed) *Geo. Dickins.*

The Assistant Secretary, Marine Department,
&c. &c. &c.

Enclosure in No. 101.

Honourable Sirs, Leith, 29 May 1868.

I HAVE the new steamer "Don," at Glasgow, waiting for her register, and I am informed at the last moment that it is necessary to get the Board of Trade surveyor to examine the space for the crew, and to certify that it may deducted from the register tonnage; I immediately telegraphed through to the builders, Messrs. Randolph, Elder & Co., whose reply I enclose, stating that the Board of Trade surveyor could not be got to-day; and as the vessel has to leave to-morrow morning to get her compasses adjusted, and is under contract to start in May, in ballast, for Archangel, to load a cargo for Leith direct, I shall be much obliged by your telegraphing, on receipt, to the collector of customs here, to grant a register without the Board of Trade certificate, and on the understanding that this shall be duly attended to on the vessel's return to Leith.

I beg to say that the "Don" has unusually spacious accommodation for her officers and crew, and I have no objection to give bond to any reasonable amount that regulations in this respect have been duly complied with.

I am, &c.
(signed) *Donald R. Macgregor.*

The Commissioners of Customs,
London.

— No. 102. —

(M. 5564.)

Board of Trade to Commissioners of Customs.

Board of Trade, Whitehall,
3 June 1868.

Sir,

IN reply to your letter (No. 252), dated the 31st,* enclosing the copy of a letter addressed to the Commissioners of Customs, by Mr. Donald Macgregor, applying to have his steamship "Don" registered, without waiting for the certificate of the Board of Trade surveyor, in regard to crew spaces, I am directed by the Board of Trade to state, for the information of the Commissioners of Customs, that, on the recommendation contained in your letter, they have telegraphed to the collector of customs to register this vessel accordingly, but without any allowance for crew spaces.

* See *ante*, No 101.

I am, &c.
(signed) *Thomas Gray.*

The Secretary, Customs.

— No. 103. —

(M. 5644.)

Holyhead Harbour Master to Board of Trade.

Sir, Holyhead, 30 May 1868.

I HAVE the honour to report, that the British brig "Estella," of Preston, 193 tons from Liverpool to Lagos, owned by Mr. R. Duckett, corn merchant, of Preston, put in here a few days back from stress of weather. After the vessel was secured, a portion of the crew refused duty (five in number), two Englishmen and three blacks. They were brought before me on Thursday last, as a justice of the peace, to have their case investigated.

The captain stated they had no real grievance, except the discomfort of working down channel against a strong adverse breeze.

The men on the other hand stated the place appropriated for them was very leaky, and unfit for the accommodation of the crew, and it further came out in investigation, that the vessel had got on shore on the Bank, working down, which circumstance the captain had not stated to me. I therefore directed the captain to take the men on board again to their duties, and have the ship surveyed, as I did not deem it expedient to send men to prison for not going to sea in a ship that may be more or less leaky, although I believe the vessel makes very little water.

It has been reported to me since that the men have deserted, and that the captain has gone to Liverpool to ship a fresh crew.

As I may have similar future cases where differences arise as to the accommodation of the crew, and the seaworthiness of the ships, I am not clear as to the surveyor to be employed on such occasions. In this port, we have no Board of Trade officer, and I would ask, is it imperative to have the officers from Dublin or Liverpool for such duties? And I would also ask if the two points (seaworthiness), including stowage, draught of water for safety, are included in the same survey as the appropriated space for the men, as the former may be a sailor's decision, the latter a mere matter of measurement?

I put these questions to endeavour to prevent delay to ships, as it must take time and expense to bring surveyors here from a distance.

I have, &c.
(signed) *Charles F. Schomberg,*
Harbour Master.

The Assistant Secretary.
Harbour Department, Board of Trade.

— No. 104. —

(M. 5644.)

Board of Trade to Liverpool Surveyors.

THE Surveyors, Liverpool, are requested on the arrival of the "Estella," to at once inspect her, and report the result to this Board and to the collector.

3 June 1868. (signed) *Thomas Gray.*

— No. 105. —

Liverpool Surveyor to Board of Trade.

As we had been unable to hear of the "Estella's" arrival in this port, I wrote to the owner on the 11th instant, to know when we might expect her.

I respectfully beg to enclose his reply.

15 June 1868. (signed) *W. C. Taylor.*

Enclosure in No. 105.

Sir, Preston, 13 June 1868.

I AM in receipt of your favour of the 11th instant, and beg to say that the "Estella," of Preston, sailed from Liverpool on the 21st ultimo for Lagos and Accassa, West Coast of Africa and home to U. K. or Continent. The voyage may occupy six or seven months.

I am, &c.

W. C. Taylor, Esq., (signed) *Richard Duckett.*
Board of Trade, Liverpool.

— No. 106. —

(M. 5644.)

Board of Trade to Liverpool Surveyors.

Board of Trade, Whitehall,

Gentlemen, 19 June 1868.

I AM directed by the Board of Trade to transmit to you for your information the enclosed, addressed to them by Rear-Admiral Schomberg, the harbour master at Holyhead, also papers on the subject in reference to the circular to surveyors, No. 192 (Survey of Ships complained of as unseaworthy).

Looking to the fact of there being only one surveyor at Dublin, and to the necessity that a surveyor should attend with as little delay as possible, when summoned on occasions of the kind alluded to in the circular, the Board of Trade have decided that one of the Liverpool surveyors, instead of the Dublin surveyor, should proceed to Holyhead when summoned by the harbour master to survey any vessel, and they have informed Rear-Admiral Schomberg accordingly, requesting him to state, when applying for the attendance of a surveyor, whether the ship requiring inspection is of wood or iron, and whether the machinery as well as the hull requires inspection.

In cases where the vessel is of wood, and where there is no machinery to be surveyed, Mr. Martin should always attend by himself, but where the vessel is of iron or there is machinery to be inspected, as well as the hull (whether the hull is of wood or iron), one of the other surveyors should attend.

Immediate attention should always be paid to these applications.

I am, &c.

The Surveyors, Liverpool. (signed) *Thomas Gray.*

— No. 107. —

(M. 5644.)

Board of Trade to Holyhead Harbour Master.

Board of Trade, Whitehall,

Sir, 19 June 1868.

IN reply to your letter of the 30th ultimo,* referring to the case of the "Estella," and asking what surveyor you should call upon, in the event of complaints being made to you of the unseaworthiness of vessels, to inspect them, I am directed by the Board of Trade to inform you that you can either call upon the surveyor at Dublin, in whose district Holyhead is included, or upon the surveyors at Liverpool.

*See *ante*, No. 103.

On occasions of the kind referred to in your letter, it would be preferable in consequence of the frequent absence from Dublin of the surveyor for that port and district, that you should apply to the surveyors at Liverpool; and the Board of Trade will give them directions to attend at once to any such application from you.

I am to add, that no other person but a surveyor appointed by this Board, under Part IV. of the Merchant Shipping Act, 1854, is contemplated in the arrangements made with the Home Office.

It would be well, when the services of a surveyor are required, for you to state whether the machinery as well as the hull have to be surveyed, and whether

whether the ship is of wood or iron, in order that a proper surveyor may attend.

I am to enclose you, Circular No. 192, on this subject, also a list of the different surveyors with their addresses.

I am, &c.

Rear Admiral Charles F. Schomberg, (signed) *Thomas Gray.*
Harbour Master, Holyhead.

— No. 108. —

(M. 5700.)

Mr. *John Gough* to Board of Trade.

Sir, Bridgwater, 3 June 1868.

I HAVE built a small vessel, an open iron, about 50 tons; I shall require a register for the said vessel this week. I am informed that it will be refused by the registrar of shipping here, the vessel not having been inspected by the Board of Trade surveyor; the crew space is sufficient, but I do not wish to comply with the Act for a reduction under the circumstances. I would thank you to inform me, if I am compelled to have such surveyor, as it appears hard to be put to such expense when an owner does not wish any reduction of tonnage; besides, my impression is the Act was never intended to apply to such vessels trading in the Bristol Channel only. An early reply will oblige,

Yours, &c.

The Secretary, Marine Department, (signed) *John Gough,*
Board of Trade, London. Shipbuilder.

— No. 109. —

(M. 5700.)

Board of Trade to Bridgwater Collector of Customs.

The Collector of Customs, Bridgwater.

WILL the collector say what sort of vessel a trow is? And whether it would appear to come within the class of vessels enumerated in section 13 of the Merchant Shipping Act Amendment Act of 1862, as excepted from the provisions of certain sections, therein specified, of the principal Act.

4 June 1868. (signed) *Thomas Gray.*

— No. 110. —

(M. 5700.)

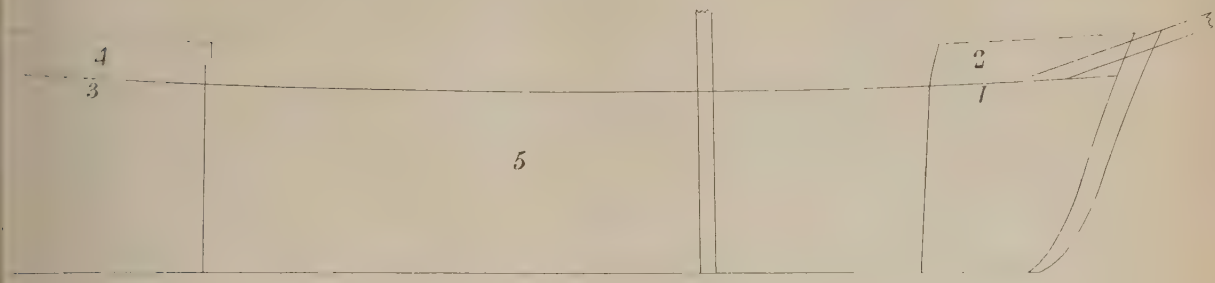
Bridgwater Collector of Customs to Board of Trade.

A TROW is an open vessel, except at the bow and stern, as shown in the accompanying sketches. They are fitted with one or two masts according to circumstances, with a bowsprit. The applicant's trow has one mast; her length for tonnage is 69 $\frac{6}{10}$ feet; breadth amidships, 17 $\frac{6}{10}$ feet; depth in hold at midships, 5 $\frac{8}{10}$ feet; tonnage, 50 $\frac{44}{100}$ tons. The vessel in question will carry about 100 tons, and is intended to trade as a coaster to the various ports in the Bristol Channel, as low down as Swansea. There are many vessels of this class, belonging to the upper parts of this channel, and a large number are employed in carrying coals and other goods to this port. I have been on board the craft this day. As the bulwarks are only 2 feet in height, I do not see how a privy could be fitted on the deck either fore or aft.

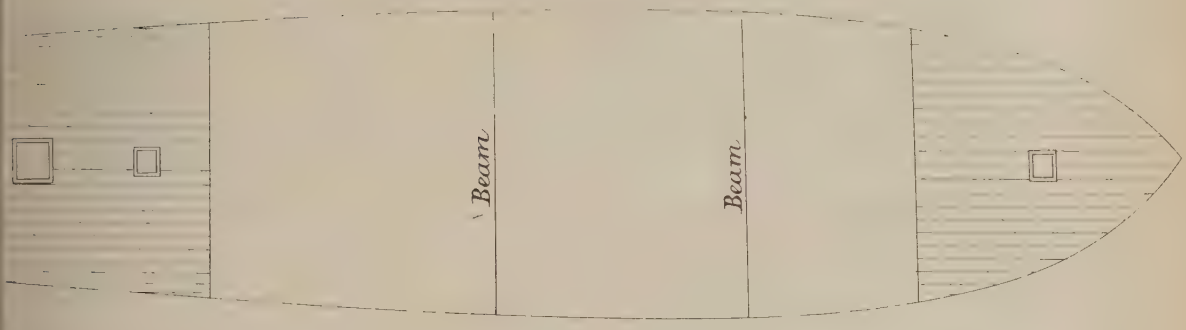
The vessel being a seagoing ship, and not intended to be employed in fishing, I am of opinion that she does not come within the class of vessels named in the 13th section of the Merchant Shipping Amendment Act, 1862.

Custom House, Bridgwater, (signed) *George Williams,*
5 June 1868. Collector.

Sketch No 1.



Sketch No 2.



1 *Fore Deck* ___ *15½ feet long.*

2 *Bulwarks 2 feet high. The Bulwarks are fitted very low for going under Bridges.*

3 *After Deck* *15 feet long.*

4 *Bulwarks 2 feet high.*

5 *Hold* ___ *40 feet long. No Deck. Two Beams across the open space as shown in Sketch No 2.*

The Vessel loads to within six inches of the Bulwarks.

A Privy could not be placed below the Deck as it would be under the water line.

— No. 111. —

Board of Trade to Mr. *Barber*.

(M. 5700.)

6 June 1868.

Mr. Barber is requested to report his opinion whether this vessel comes within the class of vessels enumerated in the Act and Instructions as exempt from the provisions respecting crew spaces.

(signed) *Thomas Gray*.

G. Barber, Esq., Chief Shipwright Surveyor.
Care of Superintendent, Southampton.

— No. 111 *a*. —

Mr. *Barber* to Board of Trade.

The "trow" of Somersetshire is a similar vessel to the barge or lighter of the Thames; the "keel" of the north of England; the "garbut," or "scow," of Scotland; the "flat" of the Mersey, and the "Billy-boy" of Yorkshire. All can be propelled by oars; and as barges which can be propelled by oars are, by paragraph 3 of the introduction to the Instructions, exempted from the crew space provisions of the Act of 1867. I think the vessel in question is entitled to be exempted.

8 June 1868. (signed) *George Barber*.

— No. 111 *b*. —

Board of Trade to Bridgwater Collector of Customs.

The Collector of Customs, Bridgwater.

For his information and guidance this vessel should be exempted.

9 June 1868. (signed) *Thomas Gray*.

— No. 111 *c*. —

Bridgwater Collector of Customs to Board of Trade.

Read and noted.

Registry will be granted in this and future similar cases, without previous inspection on the part of the Board of Trade Surveyor.

10 June 1868. (signed) *George Williams*, Collector.

— No. 112. —

(M. 5776.)

Alloa Acting Collector of Customs to Board of Trade.

Sir, Custom House, Alloa, 6 June 1868.

With reference to Section 9 of the Merchant Shipping Act, 1867, and to the second paragraph of Board of Trade letter to the Board of Customs, dated the 29th of April last, I request to be informed whether the following vessels require to be inspected for crew accommodation prior to registry.

A steam tug, about 64 tons gross, or 16 tons register, employed towing vessels upon the River Forth, and occasionally along the coast as far as the Tyne.

A *sloop*, about 30 tons, *propelled* by *sails*, and having oars on board which are occasionally used on the river, to regulate the course of the ship in calm weather, and employed coasting within the same limits.

The owner of the latter vessel has applied to the surveyor at Leith, for the purpose of having her inspected, for crew space, for registry anew, but has been informed that as she *can* be *propelled by oars*, that she is exempt from the provisions of the law.

An interpretation of the law on these points is respectfully requested.

I have, &c.

The Assistant Secretary,
Marine Department.

(signed) *R. Boyd,*
Acting Collector.

— No. 113. —

(M. 5776.)

Board of Trade to Alloa Superintendent.

The Superintendent,
Mercantile Marine Office, Alloa.

As regards the tug there can be no question. She must be inspected under the Act of 1867.

As regards the other vessel referred to as a sloop unless she is a *barge* that can be propelled by oars, or a *barge* exclusively employed upon canals and rivers, she must also be inspected.

(signed) *Thomas Gray.*

8 June 1868.

— No. 114. —

Alloa Superintendent, to Board of Trade.

The Assistant Secretary,

Application having been made to the Surveyor at Leith to inspect the sloop referred to in these papers, and the owner having informed me that the surveyor replied that vessels that *can* be propelled by oars, or are engaged in river or canal trade, are exempted, and that as the sloop was of the former description, she was exempted, I therefore granted a new certificate of registry to the owner (he having applied for this) without an inspection of the vessel.

I request to be informed whether, in the circumstances, I should again call upon the owner to make another application to the surveyor, the Board of Trade having decided that she does not come under the description of vessels which are exempted from the provisions of the Act 1867, and I submit whether Mr. Mills, the surveyor at Leith, should not be written to on the subject by the Board of Trade, he seemingly being under the impression that the vessel in question does not require to be inspected?

(signed) *George C. Coates,*
Collector.

9 June 1868.

— No. 115 —

(M. 5776.)

Board of Trade to Surveyor, Leith.

The Surveyor, Leith, for his report.

(signed) *Thomas Gray.*

10 June 1868.

— No. 116. —

(M. 5776.)

Leith Surveyor to Board of Trade.

Sir, Custom House, Leith, 12 June 1868.

With reference to the enclosed letter from, and correspondence with, the Collector of Customs at Alloa, I beg respectfully to state that the master of the vessel, named therein as sloop, called upon me here a short time since. He then

then described her to me as a lighter employed upon the Frith of Forth, and stated that she could be propelled by oars. The introduction to the instructions to surveyors of crew spaces, states at para. 3, "that barges which can be propelled by oars" are exempt from the observance of the provisions of the Act. In accordance with the above instructions, being fully impressed, both from the description of the master and the amount of her tonnage, that she came under the denomination of a barge, I informed the master that there was no need for my survey previous to re-registration.

I have never heard anything of the tug mentioned in the letter of the Collector of Customs.

I have, &c.

The Assistant Secretary, Marine Department, Board of Trade, Whitehall. (signed) *S. Mills.*

— No. 117. —

(M. 5809.)

Commissioners of Customs to Board of Trade.

(No. 259.)

To the Lords of the Committee of Privy Council for Trade.

Mr. Herbert having transmitted in his letter of the 28th ultimo* the annexed papers on the subject of the deduction to be allowed for crew space from the tonnage of the steam tug "Fergus McIvor," the crew of which vessel it is stated ordinarily amounts to about seven men, and occasionally to nine men; but that the space which the owners of the tug wish to be deducted from the tonnage on account of crew space would accommodate 31 men; and Mr. Herbert having stated that your Lordships are desirous of obtaining the advice of this Board on the subject, it appearing to your Lordships that if you can legally do so you ought to reduce or refuse to allow the extraordinary deduction claimed in this case;

* See *ante*, No. 90.

We beg to transmit herewith, for the information of your Lordships, copies of the Reports of the Chief Registrar of Shipping, and of the solicitor for this Department, on the subject. We beg at the same time to state that, in our opinion, Part IV. of the 9th section of the Act of 30 & 31 Vict. c. 124, would bear the construction that in the present case the surveyor to the Board of Trade might refuse to certify the space requested by the owners of the "Fergus McIvor," on the ground that "he is not satisfied that the same is in all respects such as is required by the Act.

2.

J. Goulburn.

Custom House, 6 June 1868. *Grenville C. L. Berkeley.*

Enclosure 1, in No. 117.

Copy of Report of the Chief Registrar of Shipping, dated 30th May 1868, referred to.

The fitting up a space capable of accommodating four times the number of men than is necessary, as in this case, or for four times the number that have ever been engaged as crew, is not such as is required by the law. The number of men actually employed, for the occupation of crew space, may be obtained by a return (for the last three years) of the agreements or lists of crew for the vessel "Fergus McIvor."

Although it may not be expected that ships whose business and interest it is to carry cargo would attempt so palpable an evasion of the intention of the law, in order to obtain an undue deduction from tonnage, by providing space for an imaginary and not actual crew, and that such a practice would be confined to tug vessels, yet the precedent is a bad one, and should be counteracted if possible.

By the 9th section the space is for the crew, that is, for the actual crew, and as such, must be engaged by an agreement.

Every place occupied by seamen and apprentices shall have a certain space, which is to be

be available for the proper accommodation of the men who are to occupy it; and as such are the terms used in the law, I apprehend, that in the face of the fact that such a crew as *that provided for in this case* have never been engaged by agreement, would justify the surveyor to the Board of Trade in withholding his certificate for the deduction claimed without in any way interfering with the question as to the number of seamen to be carried, at the option of the owner, as the proper complement for his ship.

(signed) *W. Wybrow.*

Enclosure 2, in No. 117.

COPY of REPORT of the Solicitor of Customs, dated 4th June 1868.

IT is quite clear to my mind that this is a case of intentional violation of the spirit and meaning of the Act as contemplated by its framers, who, it is evident, had only in view, for sanitary purposes, the means of securing ample space and breathing room for the seamen or apprentices requisite for the navigation of the vessel, and not an excessive allowance or space for a needless or imaginary number of seamen, &c. But the Act is so worded that I fear no ingenuity in argument or special pleading would satisfy a court of law that the surveyor could legally withhold his certificate in a case like the present, palpable though it be, that the object of the owners is to evade tonnage dues.

The Merchant Shipping Act, Part II., prescribes the mode of measurement of British ships, and the allowances to be made for propelling power in steam vessels, and declares that the tonnage so ascertained shall henceforth be the registered tonnage of the vessel. The allowance of crew *space*, having regard to the health of the seamen and apprentices, is enjoined at a given rate per head, under Par. 1 of Sect. 9 of the Merchant Shipping Act, 1857. It is to be a place "such as to make space available for the proper accommodation of the men who *are to occupy it*" (Par. 2). Therefore it is to be for actual occupiers, and not an imaginary roll of seamen. And "such place," or space, "shall, whenever the ship is registered, be inspected by one of the surveyors," * * * * who, if satisfied that "*the same is in all respects such as is required by this Act*, give to the collector a certificate to that effect" (Par. 4). The question now comes whether "*such place*" or space is "*such as is required by this Act*;" if so, he must give the certificate, and "such space" (place and space as used interchangeably, as if they were synonymous) shall be deducted from the register tonnage."

Now, the surveyor may argue that *more space* is appropriated to the persons who are to *occupy* it than is required by the Act, and, therefore, "the place" is not "*such* as is required by this Act."

If the words had been, if the surveyor is satisfied that the *requirements of the Act have been complied with*, there would not have been a word to be said on the subject, but there is a difference between fulfilling the requirements of an Act by doing that and more, and doing that which in all respects is "such as is required" where the quantum is given, because more than that *is not required.*

But then comes the restriction, Par. 5, that no deduction shall be made unless there is cut in the beam, or painted over the doorway, &c., the number of men which the place is constructed to accommodate, leaving it to the discretion of the owners to state the number whether they require them or not, and thus defeat the main provisions of the registry law. For the surveyor cannot say that, where a given number of seamen is stated and the requisite space given to each, that place or space is not such as is required by the Act, without taking upon himself to be the judge of the number of men who are required to man the ship and occupy the space.

Upon the whole, therefore, I come to the conclusion that notwithstanding the manifest evasion of the intention of the law and the injustice it involves, the safer way will be to pass it by, and to take the earliest opportunity of amending the Act.

(signed) *F. J. Hamel.*

P.S.—Under section 8, a remedy is provided for seamen deprived of the space appropriated to them by the stowage therein of goods or stores. The master shall forfeit to each seaman lodged in such *place* 1 *s.* a day for each day after complaint made to him (the master) by any two or more of such seamen.

Now, suppose spaces of 72 cubic and 12 superficial feet each are provided for 20 seamen, but the crew consists of only five, and that the master occupies half the spaces allowed with cargo, the five seamen having and being lodged in the other half, and consequently having twice the space required by the Act, would any one or more of these seamen have a ground of complaint upon which a justice would award him 1 *s.* a day, payable by the master? I think not. Again, if one seaman only is deprived by the master of the space appropriated to him, two or more, whether so inconvenienced themselves or not, must join in the complaint. I think, however, that as a punishment, the object of which is to enforce obedience, Par. (8), would fail of its effect where the space is superabundant, as in the present case, and it will be wise to make other provision.

F. J. H.

— No. 118. —

(M. 5840.)

Commissioners of Customs to Board of Trade.

(No. 261.)

To the Lords of the Committee of Privy Council for Trade.

Mr. Gray having transmitted, in his letter of the 2nd instant,* the annexed papers respecting the deduction to be allowed for crew spaces from the tonnage of the vessel "Noranside," under the provisions of the Merchant Shipping Act, 1867, and Mr. Gray having signified the request of your Lordships that our attention might be drawn to this case in connection with the case of the vessel "Fergus McIvor," referred to in Mr. Gray's letter of the 28th ultimo;

*See ante, No. 100.

We beg to transmit herewith, for the information of your Lordships, copies of the Reports of the Chief Registrar of Shipping and of the solicitor for this Department on the subject, with reference to the Report of this Board, dated 6th instant, No. 259, on the case of the "Fergus McIvor."

2.

J. Goulburn.
Grenville C. L. Berkeley.

Custom House, 8 June 1868.

Enclosure 1, in No. 118.

Copy of Report of the Chief Registrar of Shipping, dated 3rd June 1868.

This case differs from the "Fergus McIvor," as regards the proportion of men provided for, in excess of the number of men actually employed. In the case of the "Fergus McIvor," a steam tug of 57 tons, about four times the number of men in excess were provided for. In this case the "Noranside," of 627 tons, not quite half the number in excess has been provided for with crew space.

It is neither possible nor desirable, if it were so, to draw too close a line as to the number of men necessary to navigate a large ship. This would naturally vary with the season as well as with the variety of voyages and trade, in which the same ship may be employed.

I am not able to say, when, for some voyages at certain seasons of the year, 18 men would be sufficient, whether under the circumstances 34 men would be excessive.

But with regard to any crew spaces provided, for which deductions from tonnage have been allowed on inspection, it shall afterwards be found that they have been appropriated for stores or goods of any kind, I apprehend the provisions of the law with respect to such space are not complied with, and that it is competent to the surveyor of the Board of Trade to report the fact to the Collector of Customs, and the amount of tonnage allowed in respect of such misappropriated space, in order that it may be disallowed; that therefore this case should be treated under the 6th and 7th clauses of section 9, viz., that the surveyor should report to the collector at Dundee that with respect to the "Noranside" the provisions of the Act are not complied with, and certifying the amount of the deduction to be disallowed.

(signed) *W. Wybrow.*

Enclosure 2, in No. 118.

Copy of Report of the Solicitor of Customs; dated 5th June 1868.

There is very little difference, if any, in the principle involved in this case and that of the "Fergus McIvor," and I beg a reference to my Report on the latter.

As to the facts, the only point of variance is that in this case it appears to be that an actual alteration has been made, by destroying berths and stowing cargo in places appropriated to the use of the crew; and, by paragraph 7 of section 9, it is clear that if, on inspection by the surveyor, after complaint made, he finds this so, he must report to the collector of the ship's port of registry, and thereupon the registered tonnage must be altered, and the deduction allowed in respect of the space trespassed upon must be disallowed; but I do not see that there is any penalty on the master or owners for this interference with the spaces appropriated, unless any part of the space in which a seaman is lodged is invaded by goods or stores so as to deprive him of his 72 cubic feet and 12 feet superficial space, as per paragraph 8.

Paragraph 9 only imposes a penalty of not exceeding 20*l.* if, in any other respect than the cases named, the provisions of section 9 are not complied with.

(signed) *F. J. Hamel.*

— No. 119. —

(M. 5840.)

Board of Trade to Mr. *Galloway*.

The Chief Surveyor, 5, East India Avenue, is requested, in accordance with paragraph 7, of section 9, of the Merchant Shipping Act, 1867, to report to the Collector of Customs at the port where the "Noranside" was registered, with a view to the deduction for crew spaces being disallowed, and the certificate of registry being altered accordingly.

(signed) *Thomas Gray.*

10 June 1868.

— No. 120. —

(M. 5902.)

Mr. *Robert Anderson* to Board of Trade.

Londonderry Offices, Sunderland,
10 June 1868.

Sir,

I have the honour to inform you that I have been, since Monday morning, endeavouring to ascertain from Mr. W. Burroughs, your inspector of the space allotted in steam ships for the accommodation of their crews, his certificate of measurement of the space in the "Cordelia," Lord Vane's new yacht, lying in the Northumberland Dock. He resides in North Shields; I called on Monday at his office; he had gone to Blyth. I left a letter for him, requesting him to go to the vessel on Tuesday morning. I sent a messenger to his office yesterday; he had gone to Berwick-on-Tweed; and no certificate has come to the Custom-house here up to this time, 3 o'clock, and I cannot register the yacht without it, which is a great inconvenience, as the vessel is to sail on Friday morning. It would be much more convenient to the trade if the tide surveyors of the Customs who measure the whole ship were authorised to measure the space for the crew; or if the Board were to appoint a person for this port, where more ships are built than in all the other north-eastern ports put together.

I have, &c.

To the Secretary,
Marine Department, Board of Trade.

(signed) *Robert Anderson.*

Enclosure 1, in No. 120.

Londonderry Offices, Sunderland,
10 June 1868.

Sir,

I called at your office on Monday last, to inquire for the certificate of crew's space in the yacht "Cordelia," lying in the Northumberland Dock. I heard from the shipping master that you had gone to Blyth. I left a note with him, requesting you to go on board the yacht on Tuesday morning, and send the certificate to the Collector of Customs at Sunderland. I sent a messenger to North Shields yesterday, who returned with a message that you had gone to Berwick-on-Tweed. This morning I inquired at the Custom-house here, and was told that your certificate had not been received, and I could not get the vessel registered without it. I shall write to the Board of Trade to know if this state of things is to continue. The "Cordelia" sails on Friday for London, and I suppose will have to go without a register.

I am, &c.

Mr. William Burroughs,
North Shields.

(signed) *Robert Anderson.*

Enclosure 2, in No. 120.

Surveyor's Office, New Quay, North Shields,
10 June 1868.

Sir,

I have to inform you that I intend surveying the crew space on board the S. S. "Cordelia" to-morrow forenoon, when I hope to find everything in order and in accordance with the new Act, or if found otherwise a further delay will be caused.

I have

I have to inform you also that the Board of Trade's instructions to surveyors are *that three clear days' notice* must be given by the owner, in *order to prevent delay.* I am glad to find you are going to write to the Board of Trade; they are always glad to give any explanation.

I am, &c.

Mr. Robert Anderson. (signed) *Wm. Burroughs,* Surveyor.

— No. 121. —

(M. 5902.)

Board of Trade to Mr. *Robert Anderson.*

Board of Trade, Whitehall,
16 June 1868.

Sir,

With reference to your letter of the 10th* instant, I am directed by the Board of Trade to inform you that they have communicated with their surveyor at North Shields with regard to the inspection of the yacht "Cordelia," under the Merchant Shipping Act, 1867.

* See *ante,* No. 120.

It appears to this Board that the vessel in question is a "Sea-going pleasure yacht," as described under section 13 of the Merchant Shipping Acts Amendment Act, 1862, and being exempted under that section from the provisions of the principal Act (Merchant Shipping Act, 1854) relating to the inspection of crew spaces, is in consequence exempted from the provisions relating to the inspection of crew spaces under the Merchant Shipping Act, 1867.

The yacht "Cordelia" does not, therefore, if she is of the description referred to, require to be inspected under the Act of 1867 before she can obtain a certificate of registry, as she is not subject to its provisions.

I am, &c.

Mr. Robert Anderson, (signed) *Thomas Gray.*
Londonderry Offices, Sunderland.

— No. 122. —

(M. 5903.)

Newcastle Surveyor to Board of Trade.

Crew Spaces.

Board of Trade, Steamship Surveyor's Office,
Newcastle-upon-Tyne, 10 June 1868.

Sir,

I have a barque under survey for crew space deduction. She registers at present 360 tons. They are arranging the accommodation, so that it will reduce the tonnage to 349 or 350, as they say she will then require 30 fathoms less cable, and, of course, save its cost. I have read my Instructions over and over again, but I cannot see anything that prevents them so doing. I am aware I have no business to question the legality of the Act of 1867, but merely mention the above to show the advantages they are taking of it.

I am, &c.

The Assistant Secretary, (signed) *T. Whittaker.*
Marine Department, Board of Trade.

— No. 123. —

(M. 5903.)

Board of Trade to Secretary to Lloyd's.

Board of Trade, Whitehall,
13 June 1868.

Sir,

I am directed by the Board of Trade to transmit the enclosed copy of a letter addressed to them by their surveyor at Newcastle, with regard to the cables of a barque of 360 tons, reduced by an allowance for crew spaces to the tonnage of 349 or 350.

The Board of Trade will be glad to receive any observations on the subject with which your Committee may see fit to favour them.

The owner is entitled to claim the deduction named under the Act of 1867, of which a copy is enclosed, and it therefore rests with the Committee of Lloyd's to determine whether, under their rules, the size of the cables should continue to be determined by the register tonnage of the ship.

So long as the gross and register tonnage of a sailing ship were practically the same, no question of this sort could arise; but now that the register tonnage is less than the gross tonnage in sailing ships as well as in steam ships the Committee may not think the question unworthy of consideration.

A copy of this Board's instructions to their surveyors respecting crew spaces is enclosed.

I am, &c.

The Secretary, Lloyd's. (signed) *Thomas Gray.*

— No. 124. —

(M. 5908.)

Bridgwater Collector to Board of Trade.

Custom House, Bridgwater,
10 June 1868.

Sir,

The measuring surveyor here having a doubt whether he should make any allowance in future for crew space on measurement of foreign vessels for payment of light dues, &c., when the master declines, or is unable to wait, to have his ship surveyed by a Board of Trade surveyor.

I beg you will be pleased to give me directions for his guidance.

As I read the regulations, it appears that in the above case no allowance is to be made; but as foreign vessels have hitherto been allowed one-twentieth of the tonnage on account of crew space, it becomes important to ascertain whether the abatement is to be continued or otherwise.

The Assistant Secretary, Board of Trade. (signed) *Geo. Williams,* Collector.

— No. 125. —

(M. 5908.)

Board of Trade to Bridgwater Collector of Customs.

The Collector of Customs, Bridgwater,

Is informed that as the Merchant Shipping Act, 1867, is to be construed with, and as part of, the Merchant Shipping Act, 1854, the provisions relating to the deduction on account of crew spaces in the former Act supersede those in the latter Act; therefore, that unless a vessel is inspected under the Act of 1867, and complies with the provisions of that Act, no deduction whatever should be allowed on account of crew spaces in the measurement of foreign vessels.

12 June 1868. (signed) *Thomas Gray.*

— No. 126. —

(M. 6157.)

Cardiff Superintendent to Board of Trade.

Mercantile Marine Office, Cardiff,
18 June 1868.

Sir,

I BEG to report that six seamen were brought before the magistrates at this port, on the 15th instant, in custody of an officer from this office, and charged with refusal of duty on board the "Gabaloa," No. 19,369, Captain William Hyde. They excused themselves by stating that the forecastle accommodation was insufficient, and the bench, after hearing evidence, dismissed the case.

The master confesses that the height is not sufficient, and promises to remedy the defects. He has to-day shipped substitutes, and being in the Roads ready for sea, I have not thought it advisable to stop the ship, as no formal complaint has been lodged with me, and the parties aggrieved having been released from their contract.

The vessel is bound to Yokohama. I have thought it right to report the circumstance in order, if the Board should see fit to call for a survey of the ship on her return to the United Kingdom, to ascertain if the provisions of the Merchant Shipping Act, 1867, have been complied with.

I am, &c.
(signed) *F. Miller*,
Superintendent.

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 127. —

(M. 6157.)

Board of Trade to Cardiff Superintendent.

The Superintendent, Cardiff,

SHOULD point out to the owner, and to the men, that under section 9, paragraph 9, of the Act of 1867, a penalty of 20 *l.* is incurred for non-compliance with the Act, as regards lighting, &c.

He should also point out to the magistrates that in this case they could have obtained the services of the Board of Trade surveyor if they had wished it.

The men should be further informed that directions will be given to the Board of Trade surveyors to inspect this ship on her arrival in the United Kingdom.

19 June 1868. (signed) *T. Gray*.

— No. 128. —

(M. 6216.)

Mr. *George Drover*, jun., to Board of Trade.

Honourable Sir, Cowes, 20 June 1868.

THE owners of the pilot cutter "Hornet" having had her lengthened, it is necessary that she should be registered; I am informed by the collector here that this cannot be done, although she has been measured by the Customs officers, until she has been inspected by the Board of Trade surveyors, who reside at Southampton, whose expenses must be borne by the said owners; and I am referred to the 9th section of the Merchant Shipping Act, 1867.

As the whole space of this and similar vessels is appropriated to the crew, two or three in number, with two or three pilots, who may be cruising in them, may I ask to be informed whether it is really necessary, as the collector states, that this vessel shall be inspected by surveyor from Southampton, the pilot cutter being at St. Helen's, Isle of Wight?

I am, &c.
(signed) *George Drover*, jun.,
Agent.

The Secretary,
Marine Department, Board of Trade.

— No. 129. —

(M. 6216.)

Board of Trade to Mr. *George Drover*, jun.

Board of Trade, Whitehall,
24 June 1868.

Sir,

* See *ante*, No. 128.

In reply to your letter of the 20th* instant, I am directed by the Board of Trade to refer you to section 9 of the Merchant Shipping Act, 1867, and to inform you that under that section the pilot cutter "Hornet" cannot be registered, unless and until she has been first inspected by a surveyor under this Board.

I am to add, that if on first visiting a ship for the purpose of inspecting the crew spaces, the surveyor is able to give his certificate, the owner will not be called on to pay any expenses, but if the surveyor is required to visit the ship more than once before he can give his certificate, or if the owner does not intend to claim any deduction on account of crew space, then the whole of the expenses will be charged on the owner, and must be paid before the surveyor gives his certificate.

I am, &c.
(signed) *Thomas Gray.*

Mr. George Drover, jun.,
West Cowes, Isle of Wight.

— No. 130. —

(M. 6299.)

Liverpool Surveyors to Board of Trade.

17, Tower-buildings, North, Liverpool,
23 June 1868.

Sir,

† See *ante*, No. 106.
‡ M. 5644.

We have the honour to acknowledge the receipt of your letter of the 19th† instant,‡ instructing one of the Liverpool surveyors to proceed to Holyhead, when summoned by the harbour master there, to survey any vessel for alleged unseaworthiness.

The correspondence referring to the subject is returned herewith.

We have, &c.
(signed) *James Martyr.*
Robt. Murray.
Alex. Elder.

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 131. —

(M. 6350.)

Commissioners of Customs to Board of Trade.

(No. 286.)

Sir,

Custom House, E.C., 24 June 1868.

In transmitting herewith copy of a letter received by the Board of Customs from their collector at Colchester, together with copies of the enclosures therein referred to, I am desired to state to you, for the information of the Lords of the Committee of Privy Council for Trade, that as respects the *yacht* alluded to by the collector, the Board have apprised him that they are not aware of any order yet issued which exempts yachts from the operation of the Merchant Shipping Act, 1867, so far as a certificate of inspection being required is concerned.

Regard, however, being had to the distance of Colchester from London, and to the fact that no deduction on account of crew space is claimed, a certificate of inspection alone being required, the Board have authorised their collector to note the

the letters received by him from the Board of Trade surveyor, and to proceed to register *the yacht;* but with respect to the other inquiries contained in the collector's letter, and to the observations of the Board of Trade surveyor in his communication dated the 15th instant, I am desired to signify the request of the Board to be favoured with their Lordships' further instructions.

I am, &c.

The Assistant Secretary, (signed) *Geo. Dickins.*
Marine Department, &c. &c. &c.

Enclosure 1, in No. 131.

5, East India Avenue, London, E.C.,
Gentlemen, 22 May 1868.

In reply to your letter of the 20th instant, referring to the measurement of crew spaces n yachts, I beg to inform you that the Act, 1867, does *not* refer to *yachts;* those vessels are to be measured without regard to crew accommodation, therefore you do not require my attendance.

Please show this to the Collector of Customs, if necessary.

(signed) *R. Galloway,* Chief Surveyor.

Messrs. J. Harvey & Co., Wivenhoe.

Enclosure 2, in No. 131.

5, East India Avenue, Leadenhall-street,
Dear Sir, 15 June 1868.

I regret that absence from London has caused this delay in replying to your letter of the 6th instant.

In reply, I beg to say that all barges and sloops or vessels in coasting trade between Colchester and London are exempt from the Act, 1867.

R. Raggett, Esq. (signed) *R. Galloway.*

Enclosure 3, in No. 131.

(No. 29.)

Honourable Sirs, Custom House, Colchester, 19 June 1868.

With reference to your General Order of the 7th May (No. 46—1868), I beg to report that I was led to conclude from paragraph 2 of a letter from the Assistant Secretary, Marine Department, Board of Trade, that all vessels about to be registered or re-registered must first be measured for crew spaces by one of the surveyors appointed by the Board of Trade, excepting only fishing vessels and barges employed on rivers.

On application being made to me to register a yacht, and re-register two other vessels employed in the coasting trade, I caused letters to be sent to the proper surveyor, for the purpose of being measured under the Merchant Shipping Act, 1867, and I am now informed (as will appear by the annexed letters I have received upon the subject) that other vessels are exempt from the operation of the Act in question than those mentioned in the letter before quoted.

I beg to forward the letters I have received from the surveyor for your Honors' observation and directions.

(signed) *Rob. Raggett,* Collector.

— No. 132. —

(M. 6443.)

Commissioners of Customs to Board of Trade.

(No. 291.)

Sir, Custom House, E.C., 27 June 1868.

I am desired to transmit to you the accompanying copy of a letter, which the Board of Customs have received from Dr. Fuller, of Shoreham, on the subject of the registry at that port of his yacht the "Abeona."

I forward at the same time copy of the report of the Chief Registrar of Shipping upon Dr. Fuller's application; and, with reference to my letter of the 24th * instant, on a similar question, I am desired to signify the request of the Board to be favoured with the instructions of the Lords of the Committee of Privy Council for Trade.

* See *ante*, No. 136.

I am, &c.

The Assistant Secretary, (signed) *Geo. Dickins.*
Marine Department, &c. &c. &c.

Enclosure 1, in No. 132.

Sir, New Shoreham, 23 June 1868.

About six weeks since I applied to the Custom-house to have my yacht "Abeona" measured and registered at this port.

The vessel was measured, and the official number given to me, but the register was withheld until the shipwright surveyor, Mr. O. Hamerton, should have inspected the crew space, &c. I wrote a letter to him stating that I wished to leave the port in a week; no answer came. I wrote again. An answer came referring me to the superintendent shipwright in London. I wrote to him, and got no answer. I wrote again to Mr. O. Hamerton at Southampton, and received a letter stating he should be at Littlehampton on a certain day, when if I came over he would see me; as this letter did not arrive at my house till 2 o'clock on the day named, I could not go. I wrote him then again, and an answer came that yachts were exempt from that claim of the Merchant Shipping Act of 1867. I forwarded his note to Mr. Stapledon, the collector at this port, and not getting my register for some days, called at the Custom-house to know the reason. Mr. Stapledon informed me he should not give me the register without Mr. Hamerton's certificate; that he should withdraw the official number, and have it cut out from the beam of the yacht. I must say I was treated by him in a most uncourteous manner, but I believe, *from all I hear*, that common courtesy is a thing unknown to him.

I write this to ask if you will kindly instruct the collector at this port what the interpretation of the Act is, as he will not, *i.e.*, refuses to, write himself for information, or inform me what further steps I am to take in the matter.

I am, &c.

The Commissioners of Her Majesty's Customs. (signed) *Thomas Fuller*, M.D.

Enclosure 2, in No. 132.

Copy of Report of the Chief Registrar of Shipping; dated 26th June 1868.

Honourable Sirs,

I am not aware of any order exempting yachts from the production of a certificate of inspection required to be issued by the Board of Trade Surveyor, prior to their registry.

The registrar at Shoreham, therefore, in the absence of such certificate, or order to dispense with it, would not be justified in granting registry; indeed, it is better not to commence the operation of registry until all the requisite preliminary documents have been produced.

I am, &c.

The Honourable Commissioners of (signed) *W. Wybrow.*
Her Majesty's Customs.

— No. 133. —

(M. 6443.)

Board of Trade to Commissioners of Customs.

Board of Trade, Whitehall,

Sir, 29 June 1868.

† See *ante*, Nos. 131 and 132.

In reply to your letters, No. 286, of the 24th* instant, and No. 291, of the 27th* instant, I am directed by the Board of Trade to state, for the information of the Commissioners of Her Majesty's Customs, that as the Merchant Shipping Act, 1867, is to be construed with, and as part of, the Merchant Shipping Act, 1854,

1854, and that as sea-going ships being pleasure yachts are, under section 13 of the Merchant Shipping Act Amendment Act, 1862, excepted from the provisions contained in section 231 of the principal Act, for which section 9 of the Act of 1867 is substituted, the Board of Trade are of opinion that sea-going ships being pleasure yachts do not come under the provisions of section 9 of the Merchant Shipping Act, 1867, *and will direct that this shall be inserted in the instructions.*

I am, &c.

The Secretary, Customs. (signed) *Thomas Gray.*

— No. 134. —

(M. 6456.)

Registrar, St. John's, New Brunswick, to Board of Trade.

Custom House, St. John's, New Brunswick,

Sir, 13 June 1867.

Since the passing of the Merchant Shipping Act of 1867, the measurement of vessels here has been made in the usual way, "not adding anything for a closed-in space solely appropriated to the berthing of the crew, unless such space exceeds 1–20th of the remaining tonnage of the ship."

The 9th section of the Act above cited might be construed to mean that no space whatever for the crew would be deducted from the tonnage, unless the provisions of this Act were complied with, viz., 72 cubic feet allowed for each seaman, with 12 superficial feet on the deck; sufficient privies; particulars of space cut on the beam, and painted over the door, &c. On the other hand, sub-section (4) states that "every such place shall, when the ship is registered or re-registered, be inspected by one of the surveyors appointed by the Board of Trade under Part 4 of the principal Act, who shall give a certificate to the Collector of Customs that the requirements of the Act have been complied with, when the space shall be deducted from the tonnage." As there are no surveyors here, appointed by the Board of Trade under the principal Act (that I am aware of), it would seem unfair to shipowners to refuse them an amount of space for the crew, while, for the want of such a surveyor, they could not comply with the provisions of the Act of 1867, so as to get a deduction for such crew space.

This question has at present arisen from a report that the measuring surveyor at Chatham, New Brunswick, does not deduct anything whatever for space appropriated to the crew, and thus putting vessels going to Great Britain for sale on a very different footing; vessels measured at Chatham having an advantage of from 15 to 50 tons (according to size) over vessels measured here.

Shall vessels be measured, then, as heretofore, under the principal Act, or shall they be measured under section 9 of the Act of 1867, and no deduction for crew space allowed, until inspected by the proper surveyor?

I am, &c.

(signed) *B. Robinson,*

The Assistant Secretary, Marine Department, Registrar.
Board of Trade.

— No. 135. —

(M. 6456.)

Board of Trade to Commissioners of Customs.

Board of Trade, Whitehall,

Sir, 3 July 1868.

I am directed by the Board of Trade to transmit the enclosed copy of a letter addressed to them by the Registrar of Shipping at St. John's, New Brunswick, with reference to the inspection of vessels under the Merchant Shipping Act, 1867, and its application to vessels in New Brunswick.

The Board of Trade would thank the Commissioners of Her Majesty's Customs if they would favour them with their opinion on the subject; but they think it right to point out that the surveyor by whom the inspection of the crew spaces is required by the Board to be made, is appointed under the Merchant Shipping Act, 1854, Part IV., and that that part of the Act refers exclusively to the United Kingdom.

I am, &c.

The Secretary of Customs. (signed) *Thomas Gray.*

— No. 136. —

(M. 6742)

Extract from "The Shipping and Mercantile Gazette," Friday, 3 July 1868.

Liverpool County Court.

Seamen and their Sleeping Places.—The "Pioneer" (s.)—Carter and Others *v.* Shackford. (Before Mr. J. K. Blair.)

This was an action brought by four seamen, named George Carter, Richard Davis, John Dingle, and William Dawson, who had been employed on board the "Pioneer" (s. s.), to recover 2 *l.* each from Captain J. W. Shackford, the master of that vessel, for breach of contract.

Mr. Norden appeared for the plaintiffs, and Mr. Grocott for the defence.

Mr. Norden stated that the men signed articles for a voyage on board the "Pioneer" from Liverpool to Charleston, thence to any other port in the United States, and back to Liverpool. The actions were brought to recover only damages of a nominal amount, and for the purpose of establishing an important principle. The men said that there had been a breach of contract. By the articles and by the Act of Parliament a certain place was to be allowed to seamen to live and sleep in on board ship. The defendant, in violation of the Act of Parliament and the articles, refused to allow the men the place they were entitled to; they had been turned out of their proper place, and the captain had stowed it full of cotton. The men were then placed in a miserable, frightful portion of the ship along with the firemen, a place altogether illegal and unfit. The articles provided that 72 cubic feet should be allowed for each man in the forecastle. The plaintiffs on the homeward voyage were put into the place appropriated to the firemen, which was only sufficient for the six firemen who had to use it. On the voyage out the captain stowed away a large quantity of stores, which he had no right to do, in the forecastle where the men slept. The Act of Parliament provided that such place should be kept free from stores of any kind.

Richard Davis, one of the plaintiffs, said that in the articles which he had signed it was specified that there should be 72 cubic feet for each man in the fore part of the ship. There were seven seamen and a boy. On the voyage out the seamen occupied the place belonging to them in the forward forecastle, but it was not kept free from goods. Hawsers, running lines, and other ropes were kept there, and some of them being tarred they caused a very bad smell. There were also old canvas, blocks, old bones, and "junk" kept there, which caused a very bad smell. When they got to Galveston the captain obtained a cargo of cotton to be brought to Liverpool. Part of the cotton was put in the place which the seamen should have occupied according to their contract in the articles. About 50 bales of cotton were placed in the forecastle. The seamen were turned out of their proper place, and were obliged to go to the forecastle at the after part of the ship, which was occupied by the firemen. There were six firemen, besides the seven seamen and the boy, then compelled to occupy that forecastle. It was found to be very disagreeable to sleep in the second forecastle—that occupied by the firemem—it was so stifling. One man took sick with fever through it. Witness complained at Galveston to the British Consul. The latter said the superficial measurement was correct. The captain said to the Consul, "Do you think I can afford to lose 180 *l.* by allowing these men to stay in their place?"

Cross-examined: There were 14 bunks in the forcastle, but only four of them were

were dry. The second forecastle was not drier than the forward one. The vessel was about 500 tons.

John Dingle, another seaman, said the place they had to occupy was not fit for the men to sleep in. The chief steward said it was not fit for a dog to live in.

William Dawson said it was an unfit place for the men to occupy; it was a place where he would not put a good dog in. There was no room for more than the six firemen. There was no ventilation, and the place was in a frightful state.—Cross-examined: Did not hear the Consul say there was plenty of room. He was a man witness did not take any notice of.

Davis was recalled, and said the place they were compelled to occupy with the firemen was 22 feet in length, 6 feet 10 inches in breadth, and 6 feet 4 inches in height.

The defendant said there were seven seamen and a boy and six firemen on board the vessel. Nine of them were located in the after forecastle on the voyage out. There were 14 bunks in the forward forecastle. That was a sufficient space, and the place was well lighted and ventilated. He had been 18 months in the ship, and had never heard any complaints before. He loaded cotton at Galveston, and was desirous to load as much as he could. He told the men they would have to remove out of the forward forecastle, because he was going to fill it with cotton. He should say the after forecastle was the best of the two, because it was the widest. The Consul at Galveston told the men that he had measured the after forecastle, and that he found that there was sufficient space for the whole of the ship's company—firemen and seamen—and that the place was well lighted and ventilated. A place was reserved for the boy in the carpenter's room, but he could not say whether he always slept there.

Mr. Norden asked the captain if he "liquored up" with the Consul when the latter came on board.—Witness: I should think we did.

Mr. Norden: And then took the measurement.—Witness: No; we took the measurement first.

Mr. David Martyr, a surveyor to the Board of Trade, said he had measured the second forecastle of the "Pioneer." The cubic feet was 1,175. Great stress had been laid in the case upon the question of cubic feet; but the cubic feet would allow 15 men to be in the place. The place was 23 feet long, 7 broad, and 7 feet 3 inches high.

In answer to the Judge, witness said, taking into consideration the cubic feet and superficial feet, there was accommodation for 13 men.

The mate and steward of the "Pioneer" were called, and stated that the boy was directed to sleep in the carpenter's room, but they admitted that he did not always sleep there.

The Judge said if the captain gave such an order it was the duty of the officers to see that it was carried out. If the boy had slept in the forecastle with the men on one or two occasions by accident it would be a different thing; but it seemed that the boy was billeted with the men, and usually slept in the same place with them.

Mr. Grocott: It was not brought to the captain's knowledge.

The Judge: It was his duty to see the orders carried out. It is not, as I have said, the boy going accidentally to sleep in the forecastle on one or two occasions; but the evidence of the men (which had not been questioned until the last moment) went to show that the boy was habitually billeted there, and that it was his usual sleeping place. After some further conversation, his Honor said it was evident that the boy sleeping in the second forecastle had made the number in that place too great for the accommodation of the men; therefore the contract had been broken. He did not think 2 *l.* each—the amount claimed—would be too much, and he gave a verdict for that amount.

N.B.—This was sent to Mr. Martyr, Surveyor, Liverpool, for his full report, and especially as to the accommodation.

— No. 137. —

(M. 6742.)

Liverpool Surveyor to Board of Trade.

Sir,

I BEG to state that at the date of the proceedings detailed on the annexed sheet, that the steamship "Pioneer" had neither been *officially surveyed nor certified for*.

The facts are these:—On the 21st May a notice for survey was brought to this office; the party bringing it stated that his object was merely to ascertain the number of persons that the place occupied by the crew would be *available for*; that the owners did not wish it certified for as they intended making alterations. I visited the vessel on the 22nd May, in the Brunswick Dock, and measured the place pointed out; it was 7 feet long, 23 feet broad, 7 feet 3 inches high; it had a double companion as I was told with four doors; one entrance into the forecastle, another into crew space, one on either side; two side scuttles about nine inches diameter; no water could get into it unless the scuttles were left open, or the companion carried away.

I met the owner a few days after who said that all the crew had received their wages, so he supposed the matter was at an end.

This vessel has undergone considerable alterations, having had a spar deck put on her, and is *now* under official survey.

I trust this explanation will be satisfactory.

(signed) *James Martyr.*

Liverpool, 13 July 1868.

— No. 138. —

(M. 6742.)

Board of Trade to Liverpool Surveyor.

Mr. Martyr,

FOR his further report. As he was called on to inspect by the owner, he ought to have filled up one of the printed forms.

17 July 1868. (signed) *Thomas Gray.*

— No. 139. —

(M. 6742.)

Liverpool Surveyor to Board of Trade.

I BEG to state that I was not aware, under the circumstances, my inspection of the "Pioneer" was irregular. I am sorry to find it was so. In future no such notices will be attended to.

I did not send up Form Stm. 25, as I should have to do so when the proposed alterations were completed.

Liverpool, 17 July 1868. (signed) *James Martyr.*

— No. 140. —

(M. 6812.)

Bristol Surveyor to Board of Trade.

Board of Trade Office, Bristol,
10 July 1868.

Sir,

I BEG to enclose vouchers for the month of April. The report for that month had been forwarded to the Board of Trade before the instructions had been received that vouchers should be sent.

Vouchers can only be forwarded when I am required to make more than one visit to a ship, or when the Act is not complied with. In the case of only requiring

requiring to make one visit, when I find the Act complied with, which occasionally happens to be the case, then I cannot produce vouchers, as the owner is not required to pay the expenses incurred.

Should like to be informed what return I am to make respecting the vessels when I find the Act complied with on my first visit, and the vessels inspected in Bristol when no expenses are incurred.

I have, &c.
(signed) *Walter Hannah.*

The Assistant Secretary, Marine Department,
Board of Trade, Whitehall.

— No. 141. —

(M. 6812.)

Board of Trade to Bristol Surveyor.

The Surveyor, Bristol,

When the Act is complied with, and only one visit is made, the surveyor will not charge his expenses to the owners, but will charge them in his accounts, as usual, and will not be required to send vouchers. Some note to this effect should be put against the charges.

11 July 1868 (signed) *Thomas Gray.*

— No. 142. —

(M. 7022.)

Commissioners of Customs to Board of Trade.

(No. 333.)

To the Lords of the Commmittee of Privy Council for Trade.

Mr. Gray having transmitted in his letter of the 3rd* instant copy of a letter which had been addressed to your Lordships by the Registrar of Shipping at St. John's, New Brunswick, with reference to the inspection of vessels under the Merchant Shipping Act, 1867, and its application to vessels in New Brunswick, and Mr. Gray having signified the request of your Lordships to be favoured with the opinion of this Board on the subject, Mr. Gray observing that your Lordships thought it right to point out that the surveyor by whom the inspection of the crew space is required by the Act to be made, is appointed under Part IV. of the Merchant Shipping Act of 1854, and that that part of the Act refers exclusively to the United Kingdom :

*See *ante*, No. 135.

We report—

That the 9th section of the Merchant Shipping Act of 1867, 30 & 31 Vict. c. 124, provides that the rules thereinafter mentioned shall be observed with respect to accommodation on board *British ships*, and clause 4 of this section enacts that every such place (that is the space required by the preceding clauses to be appropriated for the use of the crew) " shall, whenever the ship is registered or re-registered, be inspected by one of the surveyors appointed by the Board of Trade, under Part IV. of the principal Act, who shall, if satisfied that the same is in all respects such as is required by this Act, give to the Collector of Customs a certificate to that effect, and thereupon such space shall be deducted from the register tonnage."

The Act of 30 & 31 Vict. c. 124, came into operation on the 1st January last, and the 9th section has been held to apply to all British ships entitled to registry, and not to be limited in its operation to vessels registered in the United Kingdom, provision having been made, under the sanction of your Lordships' order of the 4th January last, for the measurement of crew space on board vessels registered in the Channel Islands by means of the measuring surveyors of this department.

* See *ante*, No. 50.

We would also take leave to refer to the correspondence transmitted to us in Mr. Gray's letter, dated *21st February 1868, and to the opinion therein laid down, that the provisions of the 21st section of the Merchant Shipping Act of 1854, in regard to allowances for crew space, have been superseded by the provisions of the 9th section of 30 & 31 Vict. c. 124, and are now inoperative.

It follows from the above construction of the law, that as the provisions of the 21st section of the Merchant Shipping Act, 1854, have been superseded by the 9th section of the Merchant Shipping Act of 1867, and the provisions of the 9th section of that Act apply to all British vessels wheresoever registered, no allowance for crew space can properly be granted on the registry of any vessel at St. John's, New Brunswick, after the 1st January last, except on compliance with the provisions of the 9th section of the Merchant Shipping Act of 1867.

The Registrar can, however, only make the allowance after the space has been inspected by a surveyor appointed by your Lordships, under Part IV. of the Merchant Shipping Act of 1854; and your Lordships, in your letter of the 3rd instant, state that that part of the Act applies exclusively to the United Kingdom, implying that your Lordships have no power to appoint surveyors to inspect crew space in the Colonies.

We are advised that there would be no legal objection to your Lordships appointing surveyors to inspect crew space in the British possessions abroad, but we can understand that other sufficient objections would present themselves to that course being adopted. The registry officers in the Colonies are not under the control of this Board, as in the Channel Islands. We are unable, therefore, to assist your Lordships in giving effect to the provisions of the 9th section of the Merchant Shipping Act of 1867 in the British possessions abroad in the manner provided for in the Channel Islands.

And we apprehend that, as the law now stands, no allowance for crew space can therefore be granted to vessels registered in the Colonies after 1st January last.

But as we observe that a Bill is now passing through Parliament to amend the law relating to the registry of ships in the British possessions, we would submit whether your Lordships may not see fit to provide for the difficulty arising in the present correspondence by inserting a clause in the Bill now before Parliament either for continuing the operation of the 21st section of the Merchant Shipping Act of 1854, in the case of registry in the British possessions, or for empowering the Governors in the British possessions abroad to appoint surveyors in those possessions to inspect crew spaces, under the 4th clause of the 9th section of the Merchant Shipping Act of 1867, in like manner as your Lordships are empowered to do, and have done, for vessels registered in the United Kingdom.

We have, &c.
(signed) *Thos. F. Fremantle.*
Custom House, 17 July 1868. *Grenville C. L. Berkeley.*

— No. 143. —

(M. 7050.)

James Hartley, Esq., M.P., to Board of Trade.

My dear Sir, Sunderland, 18 July 1868.

I HAVE been requested to forward to the Board of Trade the enclosed letter, containing very serious charges against one of their officials. The parties are well known to me, and are highly respectable people, not likely to make such a complaint without ample and sufficient grounds; indeed, before transmitting such a document I deemed it right to make some inquiry into the matter personally.

Will you kindly place it in the proper channel to be attended to.

Yours, &c.
Thos. W. Farrer, Esq. (signed) *James Hartley.*

— No. 144. —

(M. 7050.)

Mr. *Barber* to Board of Trade.

I HAVE seen Mr. Robson, the writer of the annexed letter, and managing partner of John Blumer & Co. I listened attentively to all he had to say, and expressed my regret that he had been subjected to inconvenience. He was very determined at first, but, finally, thanked me for the attention I had given; said the Board had behaved handsomely in sending down so quickly; did not wish to have an answer to the annexed letter, or to have any further correspondence on the subject, and he would tell Mr. Hartley that the matter had all been cleared up. A full report is appended to M. 7042.

23 July 1868. (signed) *George Barber.*

Enclosure in No. 144.

Sir, Sunderland, 16 July 1868.

WE venture to request you to bring before the notice of the Board of Trade the following statement:—

During the course of last month we sold and launched a new vessel, about 580 tons register, named the "Phaeton;" on the 16th June the owner wrote to the Board of Trade's shipwright surveyor at North Shields, requesting him to inspect the crew spaces of the vessel as required by the Act. Five letters were written in succession by the owner and ourselves, and not one of which was noticed in any way; and not until the 3rd of July, or 17 days after the first application, did the surveyor make his appearance. The alterations which he required were completed on the 4th, the beams and doorways cut and painted, and the ventilators, &c., placed. On the same day we paid a fee of 5*s.* at the Mercantile Marine Office, and gave notice to the surveyor to survey the "Phaeton" again, in order to obtain the certificate from him.

The surveyor, Mr. D. L. Bone, returned during the workmen's dinner hour on the 9th, when no one but the watchman was on board. We do not know how long he was there, but we received next morning a printed form stating that several of the beams were not cut, and also some of the doors not painted, and requesting a further fee of 5*s.* to be paid.

Knowing the statement of the surveyor to be in error, we wrote him on the 10th instant to that effect, enclosing the printed form, and requesting him to forward the certificate. We declined to pay the further fee of 5*s* on the ground of the injustice of the demand.

No notice was taken of this letter whatever, and accordingly one of the members of our firm went to North Shields on the 14th instant to see Mr. Bone and request an answer to our letter; Mr. Bone replied that he had never seen our letter, and that we had better ask at the post-office where it was. We can prove the fact of the letter being properly addressed and posted; and had it not been delivered, it would have been returned to us before now. Mr. Bone further repeated that the above-mentioned work was not completed on the 9th, and as an answer to our assertion produced his book as conclusive evidence. At the same time he handed us a duplicate of the printed form said to have been lost. On our return we cross-examined closely our foreman and the workmen, who bore out our statement in every point. We then wrote to Mr. Bone informing him that all our workmen were prepared to swear to the truth of our statement, and we requested him to forward us the certificate again, declining to pay the fee. Mr. Bone was in Sunderland yesterday, but did not come to our vessel, nor have we heard anything further from him. We, therefore, paid the fee to-day under protest, and now petition the Board of Trade to institute an inquiry into Mr. Bone's conduct, and to refund the 5*s.*

We can produce as evidence our foreman, the owner of the vessel, two workmen, the watchman, and the two members of our firm, in order to disprove Mr. Bone's assertion.

The effect of the whole affair has been to hinder us from registering and handing over to the purchaser a vessel of the approximate value of ten thousand pounds, and at the same time that we are losing the interest of this sum from day to day; the purchaser of the vessel is unable to make any use of her, and a large amount of capital is lying idle at the mercy of the caprice of an official.

We are inclined to disbelieve Mr. Bones' statement of the non-receipt of our letter of the 10th instant, and we must appeal to the Board of Trade against the present unsatisfactory mode of entirely ignoring all correspondence as practised by the surveyor at North Shields.

We beg to apologise for the length of our communication, and have the honour to be,

Yours, &c.

The Secretary to the Marine Department, Board of Trade. (signed) *John Blumer & Co.*, Shipbuilders.

— No. 145. —

(M. 6723.)

Board of Trade to Commissioners of Customs.

Board of Trade, Whitehall,
14 July 1868.

Sir,

I AM directed by the Board of Trade to transmit to you, to be laid before the Commissioners of Her Majesty's Customs, the accompanying copy of a Report by their Inspector upon the registry of shipping at the port of Runcorn. In so doing, I am to state that it appears that if the "Runcorn Flats" referred to by the Inspector were employed on the Thames, they would be classed as barges, and therefore would be exempt.

The Board of Trade propose, therefore, unless they hear to the contrary, to instruct their surveyors not to measure the crew spaces of these flats.

I am, &c.

The Secretary, Customs. (signed) *Thomas Gray.*

Enclosure in No. 145.

PORT OF RUNCORN—REGISTRY OF SHIPPING.

Sir, 2 July 1868.

THERE are 77 vessels of 4,544 tons on the registers at Runcorn, the average tonnage of the whole being 59, and they are mostly what are called "Runcorn Flats," employed on the Mersey. Seven of these flats have been registered within the present year, but only one of them has been inspected by a Board of Trade surveyor. The six flats which have not been inspected are of the following registered tonnage respectively: 59, 51, 49, 49, 53, and 55. They have one mast, which is usually on a hinge to pass under bridges, and they are manned by two or three hands, the accommodation being of the simplest description. In the introduction to the Instructions to Surveyors (par. 3), "barges . . . which are exclusively employed upon canals and rivers," are exempt from the provisions of the 9th section of the Act. There is so little difference between these flats and barges, either in construction or employment, that it is submitted whether they should not also be exempted.

It is the last of the seven flats registered this year that has been inspected, and that was subsequent to the receipt of the general order of the Board of Customs of the 7th May, No. 46—1868.

The records at this port are very carefully kept.

I am, &c.

The Assistant Secretary, Marine Department, Board of Trade. (signed) *J. Hughes,* Inspector.

— No. 146. —

(M. 7149.)

Commissioners of Customs to Board of Trade.

(No. 337.)

To the Lords of the Committee of Privy Council for Trade.

*See *ante*, No. 145.

MR. GRAY having transmitted in his letter of the 14th* instant copy of a report of the Inspector to the Board of Trade upon his inspection of the registry of shipping at Runcorn, dated 3rd preceding, and Mr. Gray having observed that the vessel therein referred to, called "Runcorn Flats," would, if employed on the Thames, be classed as barges, and exempted from survey for crew space, and that your Lordships therefore propose, unless you hear to the contrary, to instruct the Board of Trade surveyors *not* to measure the crew spaces of such "Flats."

We

We beg to state, for your Lordships' information, that our collector at Runcorn recently brought under our notice the subject of the registry of the vessels referred to, called "Runcorn Flats," and requested instructions for his guidance with reference to the provisions of our General Order, No. 46—1868, the collector at the same time observing that these vessels were *almost* exclusively employed in the river trade, but that some of them make short voyages to and from the coast of Wales and Morecombe Bay, with cargoes of iron ore, slates, &c.

In reply to his inquiry, we apprised our collector, by our order of the 8th instant, that barges and vessels employed on rivers are exempted from survey for crew space under the provisions of paragraph 2 of our General Order, No. 46—1868, which was issued to give effect to the opinion of your Lordships, communicated in Mr. Gray's letter to this Board, dated 29th April last. But we informed our collector that vessels otherwise employed, and *not* exclusively engaged in fishing on the coast, should, prior to registry or re-registry, obtain a certificate of inspection under paragraph 5 of the above-mentioned General Order.

And, in the absence of further instructions from your Lordships, we submit that the registrar will not be authorised to grant registry to vessels of this description if employed otherwise than in fishing or in river navigation until he has received a certificate of inspection by the Surveyor of the Board of Trade.

(signed) *Thos. F. Fremantle.*
Grenville C. L. Berkeley.

Custom House,
22 July 1868.

N.B.—This was sent to the Liverpool surveyors for their information.

— No. 147. —

(M. 7344.)

Commissioners of Customs to Board of Trade.

(No. 351.)

Sir, Custom House, E.C., 28 July 1868.

On the 26th ultimo the collector of this revenue of Bridgwater forwarded to the Board of Customs a copy of a letter dated the 12th * preceding, which you had addressed to him, in reply to an inquiry, to the effect that— * See *ante*, No. 125.

> "The Merchant Shipping Act, 1867, is to be construed with, and as a part of, the Merchant Shipping Act, 1854; the provisions relating to the deduction on account of crew space in the former Act supersede those in the latter Act, and therefore unless a vessel is inspected under the Act of 1867, and complies with the provisions of that Act, no deduction whatever should be allowed on account of crew spaces in the measurement of foreign vessels:"

and the Board directed the collector at Bridgwater to govern himself by the instructions which he had received from you.

The Board of Customs have now received reports, dated the 17th and 23rd instants, from Mr. Moore and Mr. Wybrow, requesting further instructions with reference to the directions given by the Board of Trade to the registrar at Bridgwater on the 12th ultimo; and I am desired to forward herewith copies of these reports for the consideration of the Lords of the Committee of Privy Council for Trade, and I am to signify the request of this Board to be favoured with their Lordships' instructions on the points raised by Mr. Moore and Mr. Wybrow.

I am, &c.
(signed) *Geo. Dickins.*

The Assistant Secretary,
Marine Department, &c. &c. &c.

Enclosure 1, in No. 147.

Honourable Sirs, Tonnage Department, 17 July 1868.

THE opinion expressed in the annexed copy of a reply of the Board of Trade on crew space in *foreign* ships affects our practice, which I think is correct, and I beg, therefore, that the Board may be pleased to submit the matter for the reconsideration of that Board.

It is quite clear that the deduction for crew space provided in the Merchant Shipping Act, 1867, cannot be made either in British *or* foreign ships, unless the provisions of that Act are complied with, and a certificate is granted by a Board of Trade surveyor to that effect.

The question simply is, whether the original deduction under section 21 (4) of the Merchant Shipping Act, 1854, can be continued to foreign ships measured in this country; our practice is to make *this* allowance in such ships should no application for the deduction under the provisions of the Act of 1867 be made.

By the Board of Trade Minute referred to it would appear that *no* allowance should be made for crew space in foreign ships except such space be inspected, and complies with the provisions of the Act of 1867.

On this point I beg to observe that the Merchant Shipping Act, 1854, is a general law for the measurement of vessels, whether for registry or *not* (section 21), as in the case of *foreign* vessels; whilst the Act of 1867, although to be construed with, and as part of, the former Act, appears a special statute, seeing that section 9 (on which the case hinges) particularly mentions ships for *registry* or *re-registry*. It would, therefore, appear that the original deduction in section 21 of the principal Act is not strictly cancelled, except in the case of *British* ships for registry or re-registry.

I think that to subject to the provisions of the Act of 1867 the deduction in those foreign ships which may be entitled to the allowance under the Act of 1854, would lead to much dissatisfaction. Foreign ships, as a rule, remain but a short time in port, and in case the crew space was not found fitted as required by the Act of 1867 (which in my opinion would commonly occur), it would either cause delay, or would debar the vessels from the deduction they were originally allowed.

Seeing, therefore, that the provisions in the Act of 1854, entitling foreign ships to a deduction for crew space on deck is not cancelled, and that the original allowance may be continued without any violation of the law, and being of opinion that the continuance of our hitherto existing practice may prevent much dissatisfaction, I beg the sanction and approval of the Board of Trade to that course.

I may add that there are about 1,200 foreign vessels measured annually in this port, and about 600 at Liverpool, the total at all the ports being about 6,000.

The Honourable Commissioners,
Her Majesty's Customs, &c. &c. &c.

(signed) *W. Moore*,
Principal Surveyor for Tonnage.

Enclosure 2, in No. 147.

COPY of REPORT from the Chief Registrar of Shipping, dated 23rd July 1868.

Honourable Sirs,

THERE are clearly two questions arising on this paper, involving in each considerations of a practical and expedient character, for the law of 1867 does not directly apply to foreign ships, and is only brought to bear upon them by being construed with, and as part of, the Merchant Shipping Act, 1854.

1st. With regard to foreign ships, which have at a former period been measured in this country. 2nd. Such as have never before been in this country, or have been measured by British rules.

With regard to the former, unless application is made for a deduction from tonnage under the law of 1867, and its requirements have been complied with, the former measurements and allowances will remain undisturbed; it is only when a deduction is claimed for such vessels that a revision of measurement should take place on inspection, and any former allowance be added, before the deduction for crew space, under the Act of 1867, can be made.

I apprehend that Mr. Gray's instruction applies particularly, and only, to the second class, viz., to foreign vessels never before measured in this country; and that with regard to them, unless they are inspected under the Act of 1867, and comply with the provisions of that Act, no deduction whatever shall be allowed on crew spaces.

(signed) *W. Wybrow.*

— No. 148. —

(M. 7344.)

Board of Trade to Commissioners of Customs.

Sir, Board of Trade, Whitehall, 5 August 1868.

I am directed by the Board of Trade to acknowledge the receipt of your letter, No, 351, of the 28th* ultimo, enclosing copies of reports from Mr. Moore and Mr. Wybrow, raising certain points on this Board's letter of the 12th† ultimo, addressed to the Collector of Customs at Bridgwater.

* See *ante*, No. 147.
† See *ante*, No. 125.

In reply I am to state, for the information of the Commissioners of Her Majesty's Customs, that this Board, on reconsideration, agree with Mr. Moore, and are of opinion that the allowance on account of crew spaces under the Merchant Shipping Act, 1854, hitherto granted to foreign vessels, should be continued where no deduction of tonnage on account of crew spaces under the Act of 1867 is required.

I am, therefore, to request that you will move the Commissioners of Customs to cause their officers to be instructed to continue this practice as before.

I am, &c.

The Secretary, Customs. (signed) *Robert G. W. Herbert.*

— No. 149. —

(M. 7344.)

Board of Trade to Collector of Customs, Bridgwater.

The Collector of Customs, Bridgwater,

Is informed that the instructions forwarded to him on M. 5908,‡ with regard to the allowance on account of crew spaces, in the measurement of foreign vessels, have, on reconsideration, been superseded, and the continuation of the rules previously in force has been determined on.

‡ See *ante*, No. 125.

The deduction under section 21, paragraph 4, of the Merchant Shipping Act, 1854, is accordingly to be granted in the case of foreign vessels, as heretofore, should no application for the deduction under section 9 of the Merchant Shipping Act, 1867, be made.

The collector is requested to note this for his information and guidance.

6 January 1869. (signed) *Thomas Gray.*

— No. 150. —

(M. 7316.)

Board of Trade to Commissioners of Customs.

Sir, Board of Trade, Whitehall, 31 July 1868.

The Board of Trade have received a report from Mr. Hughes, their Inspector, respecting the Port of Troon, the inclosed extract from which they think should be forwarded for the perusal of the Commissioners of Her Majesty's Customs.

I am, &c

The Secretary, Customs. (signed) *Robert G. W. Herbert.*

Enclosure in No. 150.

Port of Troon.—Registry of Shipping.

Sir, 23 July 1868.

There are only 11 vessels on the registers at this port, but there are 24 more on the registers at Irving, which, until the 1st July 1863, was the principal port.

The collector at Troon has deducted the crew spaces allowed by the Board of Trade Surveyor, under the 9th section of the Act of 1867, from the present registers of the "Martha M'Connell," O. N. 47,186, and also of the "Mary Jane," O. N. 17,087, and without

without reporting the alteration of tonnage to the Chief Registrar. I have explained to Mr. Beveridge what is the law and practice in these cases, and steps will be taken as soon as practicable to register these two vessels anew. The "Martha M'Connell" is expected at Troon very shortly, but it will be some months before the "Mary Jane" returns from a foreign voyage. Had the alteration of tonnage been reported to the Chief Registrar in these instances, the collector would have been informed of the irregularity of his proceedings.

I am, &c.
(signed) *J. Hughes.*
Inspector.

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 151. —

(M. 7573.)

Commissioners of Customs to Board of Trade.

(No. 364.)

Sir, Custom House, E.C., 5 August 1868.

I AM desired by the Board of Customs to acknowledge the receipt of your letter, dated the 31st* ultimo (M. 7316), enclosing an extract from a report of Mr. Hughes, Inspector to the Board of Trade, relative to some irregularities on the part of the Registrar of Shipping at the Port of Troon; and I am now directed to inform you that the Registrar has been instructed that, with reference to the 9th section of the Merchant Shipping Act, 1867, no deduction from tonnage on account of crew space can be allowed except on the registry or re-registry of a vessel, and that he should advise the Chief Registrar in all cases of alteration, in accordance with paragraphs 98 and 108 of the Instructions to Registrars issued in the year 1860.

* See *ante*, No. 150.

I am, &c.
(signed) *Geo. Dickins.*

The Assistant Secretary,
Marine Department.

— No. 152. —

(M. 7625.)

Glasgow Surveyor to Board of Trade.

Sir, Glasgow, 7 August 1868.

I SHALL feel obliged by having, on receipt, the favour of your opinion for my guidance in the following case: —

Paragraph 5, section 9, of the Act of 1867, states, that "no deduction from tonnage shall be authorised unless there is *permanently* cut in a beam and cut in or painted on over the doorway, &c. of every such places," &c.

The accommodation consists of a top-gallant forecastle and deck-house, and two state-rooms in poop, one entering from the deck, the other from the lobby.

The certificates for forecastle and deck-house are *cut* on a beam *inside* of each of these compartments, and cut on or over the door, *outside* also. And this method, as I look at the Act and its spirit, seems to me to be the proper way. But the captain first, and subsequently the owner, refused to follow this plan in the two state-rooms above mentioned in the poop, for the use of the officers, and substituted this cutting of the certificate in the casing or moulding *surrounding* the beam *inside* of these apartments, and painting the certificate above the door *inside* also of the same compartments, and they maintain that this is the law, and require these places to be deducted from the tonnage accordingly. Of course certificates so shown are neither literally cut in on a beam, nor have they any great degree of permanency about them; but as this is the first instance that any one has objected to me to show or cut the certificates both *inside* and *outside* of every such place, I am desirous of having the Board's wishes on the subject before granting a certificate to include these two state-rooms so certified in the gross deduction from tonnage on account of crew spaces; and it would be a favour

favour if this could be had on receipt (as the vessel goes early to sea), and so as to guide me in other cases that are sure to arise should this captain's view of showing the certificates be considered by the Board to be perfectly sufficient in all instances.

I am, &c.

The Assistant Secretary, (signed) *Alexander McKinlay.*
Marine Department, Board of Trade.

— No. 153. —

(M. 7625.)

Board of Trade to Glasgow Surveyor.

The Surveyor, Glasgow.

For a reply to the surveyor's question this Board can only refer him to his instructions and to the section of the Act, which says, "*permanently cut in a beam*, &c."

It is for the surveyor to satisfy himself that the Act is complied with.

(signed) *C. Cecil Trevor,*
10 August 1868. Board of Trade.

— No. 154. —

(M. 8302.)

Hull Surveyor to Board of Trade.

Office of Surveyor of Steam Vessels
to the Board of Trade,
Sir, Custom House, Hull, 7 September 1868.

I have the honour to inform you that, on the 6th of August 1868, I inspected at the request of Messrs. Bailey & Leetham, of Hull) the steam ship "Saida," official No. 49,629, with the view of granting a certificate to the effect that the provisions of the Merchant Shipping Act of 1867 (crew spaces) were complied with. I found the forecastle infested with vermin, insomuch that a man was employed in washing the place with an acid to destroy them, and one of the officers' cabins had been converted into a privy. I then declined to proceed with the inspection until the several places were made a little more clean, and upon this being done I completed the inspection.

As I have had to complain very frequently of the dirty state of crew spaces when called upon to inspect them, I would very respectfully suggest that some instructions may be issued to meet such cases.

I have, &c.

The Assistant Secretary, (signed) *Henry Parry,*
Marine Department, Board of Trade. Surveyor.

— No. 155. —

(M. 8303.)

Circular No. .

Instructions to Surveyors.

Inspection of Crew Spaces.

Board of Trade, September 1868.

Complaints having been made to the Board of Trade that their surveyors have been called on to inspect crew spaces in an unwholesome or unfit condition, from filth, vermin, &c., or from the presence of stores, &c., the Board of Trade wish it to be understood that their surveyors are not required to enter any forecastle or sleeping-place for the purpose of inspecting it unless it is in a sufficiently clean and clear state.

(signed) *Thomas Gray,*
Assistant Secretary.

— No. 156. —

(M. 8458.)

Mr. *William Chellrus* to Board of Trade.

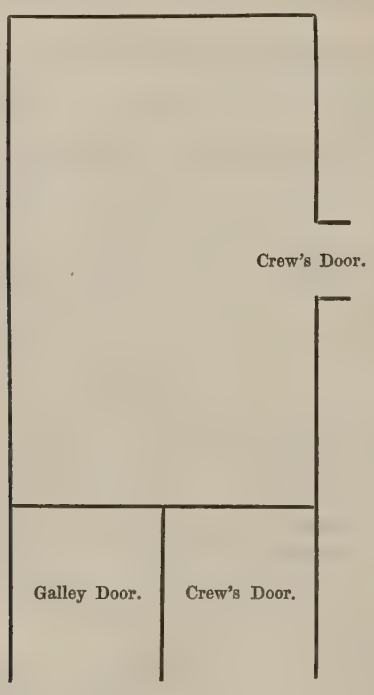
Point Devoran, Cornwall,
12 September 1868.

Sir,

I BEG to inform you that Mr. Gray, your surveyor, has been on board the "Alice V. Goodhue," surveying the accommodation for the crew, and one house on deck for crew has a portion allotted for cooking, which Mr. Gray states that he cannot allow any deduction for it. Now, as this portion is entirely for the crew I shall feel greatly obliged if you will consent for him to allow it. Below, I beg to hand form of the house. Your attention to this will greatly oblige.

Yours, &c.
(signed) *William Chellrus.*

To the Secretary Board of Trade, London.



— No. 157. —

(M. 8458.)

Board of Trade to Mr. *William Chellrus.*

Board of Trade, Whitehall,
21 September 1868.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 12th* inst. claiming deduction from the tonnage of the "Alice V. Goodhue" for a portion of the deck allotted for cooking.

* See *ante*, No. 156.

In reply, I am to inform you that this Board consider their surveyor right in not including the galley in the allowance for tonnage, as it is not a place solely appropriated to the berthing of the crew, as required by section 21, paragraph 4, of the Merchant Shipping Act, 1854, and as shown in the sketch accompanying your note; it is a distinct compartment from that occupied by the crew.

I am, &c.
(signed) *Thomas Gray.*

Mr. Chellrus, Point Devoran, Cornwall.

— No. 158. —

(M. 8589.)

Mr. *Barber* to Board of Trade.

Sir, 17 September 1868.

The owner of the steam ships "Ottawa" and "Medway" (two sister ships) complained to me this morning that the tonnage allowance, on account of crew space for the "Medway," measured in London, is considerably less than that of the "Ottawa," measured by Mr. McKinlay at Glasgow, about five or six months ago, and he stated to me that the master's cabin was included in the allowance for the "Ottawa." I cannot believe this to have been the case; but, in order to ascertain the cause of the discrepancy, I should like to see Mr. McKinlay's Report Stm. 25, and his Memorandum of Inspection Stm. 30, for the "Ottawa."

I am, &c.
(signed) *George Barber*,
Chief Shipping Surveyor.

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 159. —

(M. 8589.)

Board of Trade to Glasgow Surveyor.

The Surveyor, Glasgow, is requested to forward his Report Stm. 25, and his Memorandum of Inspection Stm. 30, for the "Ottawa."

I am, &c.
18 September 1868. (signed) *Thomas Gray.*

— No. 160. —

Glasgow Surveyor to Board of Trade.

The owners for whom I measured the "Ottawa" in my last, have not any vessel named the "Medway." I, however, enclose, as desired, Stm. 30 and 25 relating to the former-named vessel, and from which it will be observed what compartments and state-rooms have been deducted from that vessel's register tonnage, and none of which was the master's. I hear it often suggested that his state-room, and other out of the way places, have been deducted in such and such a ship, at such and such a place, but I pay so little attention to these statements that I never in any instance measured a captain's room, nor any room that he might use for his accommodation in common with the officers of the ship.

From the old tonnage shown on Stm. 30, the difference will be observed between old and new deduction for propelling power.

I am, &c.
22 September 1868. (signed) *Alexander McKinlay.*

— No. 161. —

Board of Trade to Mr. *Barber.*

The Chief Shipwright Surveyor.

Mr. McKinlay's Report Stm. 25, and Memorandum of Inspection Stm. 30, forwarded herein for his information.

I am, &c.
25 September 1868. (signed) *Thomas Gray.*

— No. 162. —

Mr. *Barber* to Board of Trade.

I HAVE gone carefully through Mr. McKinlay's report and calculations for the "Ottawa," and those of Mr. Spear for the "Medway." It appears to me that both are correct. The owner distinctly told me that they were "sister ships, alike in every respect." I find this is not the case; for, in addition to the arrangements being different, the height of the crew spaces in the "Ottawa" is $\frac{7}{10}$ more than those of the "Medway," and this to my mind is sufficient to show that the allowances of $86\frac{22}{100}$ tons in the former vessel, and $65\frac{91}{100}$ tons in the latter, may both be correct.

I am &c.

9 October 1868. (signed) *George Barber.*

— No. 163. —

(M. 9505.)

Dublin Surveyor to Board of Trade.

Office of Surveyor of Steam Vessels
appointed by Board of Trade,
Custom House, Dublin, 21 October 1868.

Sir,

Application has been made by the owners of the "Cambria," 8659, of Chester, to have the crew space inspected, and the deduction allowed in the registered tonnage.

On inspection, I find the vessel has only one privy for the use of the crew and the 599 fore cabin passengers she is authorised to carry by her certificate, and that the privy is so situated, that it cannot be entered when the vessel has her complement of cattle on deck, the stalls being arranged right across the doorway.

I beg, therefore, that you will instruct me as to whether this privy may be considered as coming within the requirements of the Act, or whether an additional one must be provided, to which access can at all times be had, to enable me to grant the certificate for the reduction of tonnage.

I am, &c.

Assistant Secretary, Marine Department, Board of Trade. (signed) *Alexander Elder.*

— No. 164. —

(M. 9505.)

Board of Trade to Dublin Surveyor.

THE surveyor should not pass one privy only in such a case.

I am, &c.

22 October 1868. (signed) *Thomas Gray.*

— No. 165. —

Dublin Surveyor to Board of Trade.

I HAVE ordered an additional privy for the crew, and desired to point this out as a by no means uncommon case. Supposing the present privy to be always available, and one-third of the 599 passengers to use it once on the 10 hours' passage, it would amount to one every three minutes, without regard to sex.

I am, &c.

(signed) *Alexander Elder.*

— No. 166. —

(M. 9664.)

City of Dublin Steam Company to Board of Trade.

City of Dublin Steam Company,
20, Water-street, Liverpool,
24 October 1868.

Sir,

I HAVE the honour to transmit a copy of a correspondence which has recently taken place with the Collector of Customs in Dublin, in reference to the additions made to the tonnage of some vessels for spaces, which the directors have been advised ought not to be so added, on the plain and obvious meaning of the provisions of the Merchant Shipping Act of 1854, and on behalf of the companies I beg respectfully to appeal to the Lords of the Privy Council for Trade, against the decision of the Commissioners of Customs.

With regard to the addition of the closed-in spaces on the sponsons, the only reason assigned by the Commissioners, that the sponsons have been always considered as being "part of the deck, and closed-in spaces on them have been always measured and included in the register tonnage," is without foundation, as not only in the vessels in question, but also in the others of similar kind belonging to the companies, such spaces have never been previously measured. I have, therefore, to submit that the decision of the Commissioners is contrary to the meaning of the Merchant Shipping Act, and to previous practice.

The reasons assigned on behalf of the Commissioners for adding the measurement of the room provided solely for the use of the master either on the bridge or on deck, are, I submit, equally untenable; to insist that the "bridge" or platform between the paddle-boxes is "the upper deck, inasmuch as it is supported by the deck," scarcely needs serious refutation.

The interpretation of the word "available" appears to be incorrect; the meaning of the Act, it is submitted, clearly being spaces intended for and appropriated to one or other of the four purposes named.

I must, therefore, protest against the instructions of the Commissioners of Customs, which, practically, frustrate the intentions of the Board of Trade and of Parliament, as to the allowances to be made for spaces rendered suitable for the accommodation of the crew, by making additions to the measurement of the vessels under new, strained, and unreasonable interpretations of the Act of 1854.

I am, &c.

The Secretary of the Board of Trade. (signed) *Wm. Watson.*

Enclosure 1, in No. 166.

Dublin and Liverpool Steam Ship Building Company,
15, Eden Quay, Dublin. 8 September 1868.

Sir,

PREVIOUSLY to the deduction being made from the register tonnage of the steam ship "Iron Duke," on account of the spaces fitted for the accommodation of the crew, an addition has been made to the measurement of about two and a-half tons for a small space on the sponson *outside* that vessel, used by the carpenter for the lamps. I beg to submit, that such a space (never before included as part of the tonnage) is not a space on the vessel's deck, as contemplated by the 21st section of the Merchant Shipping Act of 1854, and, therefore, ought not now to be added to her tonnage.

I am, &c.

To the Collector of Customs. (signed) *P. Howell,* Secretary.

Custom House, Dublin. 12 September 1868.

Sir,

I HAVE forwarded your letter of the 8th instant, on behalf of the Dublin and Liverpool Steam Ship Building Company, relative to a closed-in space on the sponson in the steamer "Iron Duke," used by the carpenter, and for the storage of lamps, for the consideration of the Board of Customs, and I am directed to acquaint you that the sponson has always been considered as being part of the ship's deck, and when closed-in permanently, so as to be available for cargo or stores, has always been measured and included in the register tonnage, under section 21, Part 4, of the Merchant Shipping Act, 1854, and I am directed not to depart from this general rule in the present instance.

I am, &c.

P. Howell, Esq. (signed) *Fred. H. Trevor.*

Dublin and Liverpool Steam Ship Building Company,
Sir, 18, Eden Quay, Dublin. 19 September 1868.

I BEG to acknowledge the receipt of your letter of 12th, stating that the Board of Customs had stated that the sponson has been always considered part of the ship's deck, and as such closed-in space on it has been always measured and included in the register tonnage. In reply, I am directed to point out, that the space referred to in my letter, has not been so dealt with (as stated) until the remeasurement of the vessel on the present occasion.

The sponsons in this vessel being constructed altogether outside, they are, as the directors are advised, no part of her deck.

While, however, it is not proposed to delay the remeasurement with the view to obtain the crew space allowance as provided by the recent Act of Parliament, the directors wish it to be understood, that they accept the new measurement under protest, so far as the addition made for the small closed-in store-room on the outside sponson.

I am, &c.
To the Collector of Customs. (signed) *P. Howell,* Secretary.

Enclosure 2, in No. 166.

City of Dublin Steam Company,
Sir, 15, Eden Quay. 16 September 1868.

FROM the recent inspection of the particulars of remeasurement of the company's steamer "St. Patrick," it appears that the small cabin, erected in the bridge or platform between the paddle-boxes, for the use of the master, has been added to the tonnage of the vessel.

I am desired to say, that the directors object to such addition, inasmuch as the space is not, as they are advised, one of those contemplated by the 21st section of the Merchant Shipping Act, it not being on the upper deck of the vessel; and I am further desired to submit, that a closed-in space for the berthing accommodation of the master, even on the deck of the vessel, is not liable to measurement, the regulations of the Board of Trade for carrying into effect the provisions of the Act of last year as to allowances for crew space, not contemplating allowances for the berthing or accommodation of the masters below, on the ground that they do not form part of the crew.

I am, &c.
To the Collector of Customs. (signed) *P. Howell,* Secretary.

Dublin and Liverpool Steam Ship Building Company,
Sir, 15, Eden Quay. 25 September 1868.

ON the remeasurement of the company's steam ship "Windsor," an addition of three tons was made to her tonnage, on account of the two small spaces on her sponsons, one of which is used by the carpenter, and the other for the lamps of the vessel.

I am desired to object to such addition, for the reasons already given in my letters of 8th and 14th inst., and, therefore, to accept the new measurement under protest.

The "Windsor" was measured in this port in 1855 under the Merchant Shipping Act, and subsequently in Liverpool, after having been lengthened, the measurement of those small spaces not being added at either time, thus supplying another instance to the contrary of the allegation that such spaces have been always measured and included in the register tonnage.

I am, &c.
To the Collector of Customs. (signed) *P. Howell,* Secretary.

Sir, Custom House, Dublin. 29 September 1868.

YOUR letter of the 16th inst. on behalf of the "City of Dublin Steam Packet Company," complaining that a small cabin erected on the bridge in the steamer "St. Patrick," for the use of the master, had been added to the tonnage, and also submitting that a closed-in space on the deck of the vessel for the berthing or accommodation of the master is not liable to be measured, has been forwarded for the consideration of the Commissioners of Her Majesty's Customs, and I am directed to acquaint you, first, that the house on the bridge must be deemed to be on the upper deck, inasmuch as the bridge is supported by the deck; and, secondly, that the whole of the closed-in spaces on the deck must be included in the tonnage as "available for cargo or stores, or for the berthing or accommodation of passengers or crew," as directed by the 21st section (par. 4) of the Merchant Shipping Act, 1854; and, further, that the Act of 1867 provides, that "every place in any ship occupied by seamen or apprentices alone, is to be deducted from the tonnage as crew spaces."

I am, &c.,
P. Howell, Esq. (signed) *Frederick Trevor.*

— No. 167. —

(M. 9664.)

Board of Trade to City of Dublin Steam Company.

Sir, Board of Trade, Whitehall, 31 October 1868.

In reply to your letter of the 24th* inst., complaining of the decision of the Commissioners of Customs in reference to the measurement of certain of your Company's steamers, I am directed by the Board of Trade, to inform you that the matter is receiving attention.

* See *ante*, No. 166.

I am, &c.
(signed) *C. Cecil Trevor.*

The Secretary, City of Dublin Steam Company,
20, Water-street, Liverpool.

— No. 168. —

(M. 9664.)

Board of Trade to Commissioners of Customs.

Board of Trade, Whitehall,
Sir, 31 October, 1868.

I am directed by the Board of Trade, to transmit the accompanying copy of a letter and enclosures, addressed to them by the City of Dublin Steam Company, complaining of the addition to the tonnage of some of their steamers, certain spaces of which have hitherto not been included.

7.
See *ante*, No. 166.

The Board of Trade would thank the Commissioners of Customs if they would be so good as to favour them with any remarks they may see fit to make.

I am, &c.
The Secretary, Customs. (signed) *C. Cecil Trevor.*

— No. 169. —

(M. 9664.)

Board of Trade to Mr. *Barber.*

The Chief Shipwright Surveyor is requested to look into these papers, to see Mr. Moore, and then to report to this Board.

So far as I can judge from the facts disclosed in these papers, it would appear that the statement made by the collector at Dublin, that places on the sponsons have always been included in the measurement, is disproved by the cases cited by the Company; but I do not look on this point as very important, the real question is, How ought the ships to be measured now?

The Chief Shipwright Surveyor is requested to give this point his careful and attentive consideration.

7 December 1868. (signed) *Thomas Gray.*

— No. 170. —

(M. 10,964.)

Commissioners of Customs to Board of Trade.

(No. 571.)

To the Lords of the Committee of Privy Council for Trade.

Mr. Trevor having transmitted, in his letter of the 31st† October last, copy of a letter and its enclosures addressed to your Lordships by the City of Dublin Steam Company, complaining of the addition to the tonnage of some of their steamers, of certain spaces which have hitherto not been included; and Mr. Trevor having signified the wish of your Lordships to be favoured with any remarks which this Board may see fit to make thereon:

† See *ante*, No. 168.

We Report,—

That by the 22nd section (2) of the Merchant Shipping Act, 17 & 18 Vict. c. 104, it is provided that "If there be a break, a poop, or other closed-in space, on the upper deck, the tonnage of such space shall be ascertained by multiplying together the mean length, breadth, and depth of such space, and dividing the product by 100, and the quotient so obtained shall be deemed to be the tonnage of such space, and shall, subject to the deduction for a closed-in space appropriated to the crew, as mentioned in Rule 1, be added to the tonnage of the ship, ascertained as aforesaid."

The vessels in question—viz., the "Iron Duke," "St. Patrick," and "Windsor," —belonging to the City of Dublin Steam Packet Company, have recently been surveyed at Dublin on their re-registry, with a view to the deduction on account of crew spaces being made from their registered tonnage as provided by the 9th section of the Merchant Shipping Act, 1867.

Prior, however, to the allowances for crew space under the new Act being made, it became necessary, in accordance with the directions of your Lordships, signified in Mr. Gray's letter of 23rd* January, 1868, that any space for the crew previously deducted under the 21st section of the Merchant Shipping Act, 1854, should be added to the gross tonnage of the ships; and in making his survey for this purpose, the surveyor discovered that certain closed-in spaces on the decks of the above-named vessels had not been included in their former registered tonnage. These closed-in spaces are as follows, viz.: in the "Iron Duke" and the "Windsor," two store-rooms in each vessel, erected on the sponsons, one being used as a carpenter's store, and the other as a lamp room. The two store-rooms in the "Iron Duke, measure about $2\frac{1}{2}$ tons, and those in the latter vessel about 3 tons.

* See *ante*, No. 24.

In the vessel "St. Patrick," the closed-in space consists of a house erected on the paddle-box deck or bridge, for the use of the master, and measures about 3 tons.

And it is against the addition of these spaces to the former registered tonnage of the vessels, that the applicants now appeal to your Lordships.

As regards the store-rooms on the sponsons of the vessels "Iron Duke" and "Windsor," we would observe, in the first instance, that the question for consideration is, whether the sponson of a ship should be considered as forming a part of the upper deck, and as such be included in the gross tonnage of the vessel.

On this point we beg to state that the decks of the vessels above mentioned have been extended over the ships' sides, beyond the bulwarks (which is called the sponson), on which extension the closed-in spaces referred to have been erected. This extension being on the same level with the deck, does not alter its character or denomination as an upper deck.

It has been the practice, since the passing of the Merchant Shipping Act of 1854, to add store-rooms situated on the sponsons to the tonnage of the vessel, such store-rooms being considered to fall within the meaning of the law as laid down in the 21st section, paragraph 4, of the Merchant Shipping Act, 1854.

The Steam Packet Company state that, as the sponsons are outside the ship, they are no part of the deck, and that closed-in spaces erected thereon are not those contemplated by the Merchant Shipping Act.

We, however, consider that the sponsons are a continuation of the deck, and are in fact a projecting part of the deck, being supported by the beams of the ship, and that closed-in spaces built on this portion of a vessel clearly come within the meaning of the law, which contemplates the measurement of all available closed-in spaces belonging to the ship.

We are therefore of opinion, that the applicants have no just grounds of complaint in this respect, and that the measuring surveyor acted correctly in adding the tonnage of the two store-rooms on the sponsons of the vessels "Iron Duke" and "Windsor," to the gross tonnage of those vessels.

As regards the allegation of the City of Dublin Steam Packet Company, that the closed-in spaces referred to have not been previously measured, we beg to state that if the spaces were formerly appropriated to the same purposes as they now are, the omission to measure such spaces was an oversight on the part of the measuring officer, which the Steam Packet Company have had the benefit of, as there is nothing in the law or officer's instructions to justify the exemption of such spaces from tonnage.

With

With respect to the house erected for the use of the master on the raised deck or bridge between the paddle-boxes of the "St. Patrick," and which the applicants contend is not on the upper deck of the vessel, and therefore does not come within the meaning of the law for the purpose of measurement:

We beg to state that although it is true the floor of the closed-in space is not a portion of the main upper deck, yet the space receives support from such deck, and it is therefore practically a closed-in space on the upper deck, as contemplated by the provisions of the law; moreover, this raised deck may be considered to be the upper deck of this portion of the vessel, in the same way as a poop-deck is of that portion of the vessel which it covers.

We think it will be obvious to your Lordships, that the position taken up by the owners of the vessel in this respect is quite untenable; otherwise it would be possible for them to erect any number of huts over the deck, and by placing the flooring of the closed-in spaces a few inches above the deck, they might contend that the huts were not "upon deck," whereas there can be no doubt that such a proceeding would be entirely and altogether an evasion of the law.

The applicants, however, contend that, even admitting the house to be "upon deck," the tonnage thereof should not be added to the vessel, on the ground that it is occupied by the master, and is not appropriated to one of the purposes mentioned in the 21st section (4) of the Act.

On this point we have to observe that the Dublin Steam Packet Company are in error in supposing that, because the house is occupied by the master, it is thereby taken out of the operation of the 21st section (4) of the Merchant Shipping Act; for, although the house is actually occupied by the master, it undoubtedly comes within the meaning and intention of that section, as being "available for cargo or stores, or for the berthing or accommodation of passengers or crew," and we have, therefore, to submit our opinion that the house erected on the paddle-box deck, or bridge, of the "St. Patrick" has been properly measured and added to the tonnage of that vessel.

We beg further to state to your Lordships, that the before-mentioned house on the paddle-box deck of the "St. Patrick" has been erected since the measurement of the vessel at Liverpool in November 1864, but such alteration does not appear to have been notified to the Registrar of Shipping at Dublin by the owners of the vessel, under the provisions of the 84th section of the Merchant Shipping Act, 1854.

(signed) *Thos. F. Fremantle.*
Fredk. Romilly.

Custom House, 7 December 1868.

— No. 171. —

(M. 10,964.)

Board of Trade to Mr. *Barber*.

The Chief Shipwright Surveyor,
With reference to former papers.

9 December 1868. (signed) *Thomas Gray.*

— No. 172. —

(M. 10,964.)

Mr. *Barber* to Board of Trade.

I have read these papers carefully, and have talked the whole matter over with the Principal Surveyor for Tonnage.

It appears to me that, in order to decide either of the questions raised by Mr. Watson, it is necessary to have a correct definition of the word "*deck*."

I think the definition of "deck" would be held to be "a platform of wood or of iron, laid upon and secured to the beams of a ship, so as to form part of, and be indispensable to, the strength and seaworthiness of the structure."

Applying this to the first of the two questions raised, it can, I think, be shown that the opinions of Mr. Watson and the Commissioners of Customs, although directly opposed to each other, may both be correct.

I will try and make this clear in a few words.

When paddle steamers were first introduced, the sides of the vessel were "flared," or "sponsed" out, so as to give a large area of deck, and a large carrying capacity below. The deck extended over this "sponsed-out" part, and the whole of the space underneath it (shown by a blue tint, Diagram No. 1) was available for stowage. There can be no question, in this class of vessels, about the legality of measuring the side-houses, for they are erected *upon* a deck, which deck is part and parcel of the ship.

This mode of construction was, however, found to have its drawbacks, and it gradually died out. I should think there are not more than 20 vessels afloat in which it will be found to exist.

The plan which has superseded it is to make the side of a ship a fair line all fore-and-aft; to run the frames and plating up straight, and to bring the sponsons on afterwards (Diagram No. 2). The "deck" of the ship does not extend beyond the line of plating of the ship's side; the "sponsons" are an addition to, and not a part of, the original structure, and they might be carried away without the vessel's strength or seaworthiness being affected. The closed-in spaces upon them are closed-in spaces upon the "sponsons" and *not* closed-in spaces on the "upper deck."

A "*sponsed-out*" deck (No. 1) is a very different thing from a "*sponson*" (No. 2).

In the first class of vessels the closed-in spaces are *on* the "sponsed-out" upper deck, and are therefore liable to measurement. In the second class of vessels the closed-in spaces are *not* on the upper deck. I believe that professional evidence would be to the effect that they are not on a deck at all, but that they are on a part of the ship known as the "*sponson*." If such closed-in spaces are measured for tonnage, the measurement may, in the face of professional evidence, be deemed to be illegal.

Applying the definition of "deck" to the second question, I think it can be shown that there are cases in which a master's room may legally be measured for tonnage, and that, in other cases, the legality of the measurement may be open to question.

There can be no question about the legality of measuring rooms which are built *on*, and secured to an upper deck; neither can there be any with respect to rooms raised a few inches above the deck (an arrangement contemplated in the Commissioner's Report), for if the room is upon chocks only 6 inches thick (as in fig. 1, Diagram No. 3) or on stanchions 6 feet high (as in fig. 2), if the stanchions or chocks are *on* the deck, the room which they support must be *on* the deck, and no attempt to evade the law by such devices would be supported by professional opinion.

But, in practice, such an arrangement is never met with. The master's room is on the platform between the paddle-boxes (Diagram No. 4). This platform is sometimes 10 feet in length and sometimes 40 feet. It is laid upon light beams, which extend from paddle-box to paddle-box, and are secured thereto. In going into and out of harbour no passengers are allowed upon it; it is then used exclusively by the master. It might be carried away without interfering with the strength or seaworthiness of the ship. In 99 cases out of 100 it is spoken of as the "hurricane deck;" it is never spoken of as the "upper deck." In the Commissioner's Report it is stated: "Moreover, this raised deck may be considered to be the upper deck of this portion of the vessel." In this opinion I cannot agree: a vessel cannot have two upper decks, and if this platform is called *the* "upper" deck (Diagram No. 5), what is the part of the deck immediately beneath it to be called? Professional evidence would, I am sure, be to the effect that *the* "upper" deck is the deck secured to the upper tier of beams, forming part of the permanent construction of the ship, and indispensable to its strength and seaworthiness.

My answer, then, to the question, "How ought the ships to be measured?" is.—

1. If the closed-in spaces are upon a "sponsed-out" deck, they should be measured for tonnage, because they are *on the* upper deck; but if they are on "sponsons," they should not be measured, because they are *not* on the upper deck.

2. If

DIAGRAM Nº 1.

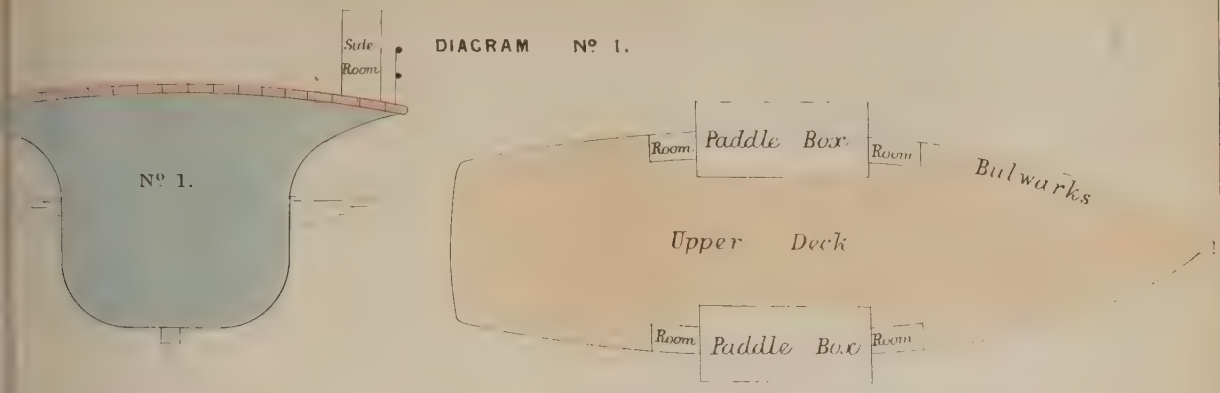


DIAGRAM Nº 2.

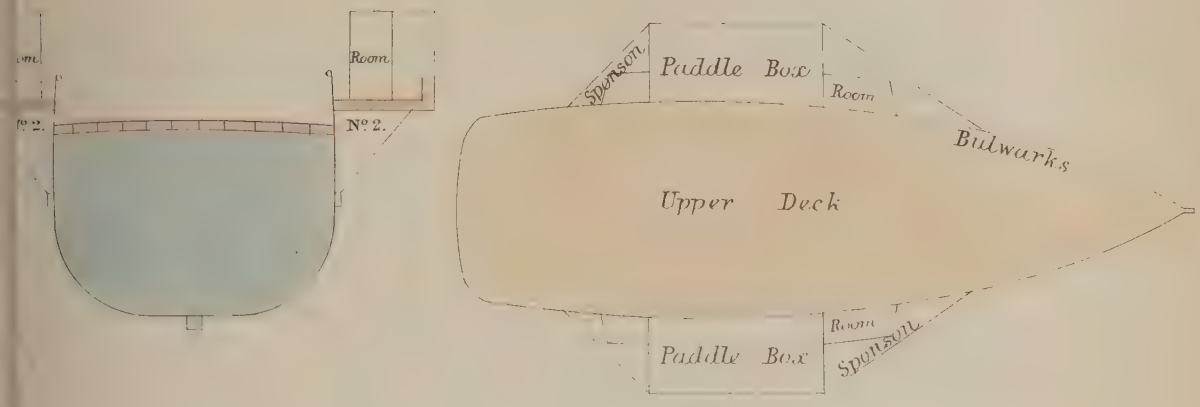


DIAGRAM Nº 3.

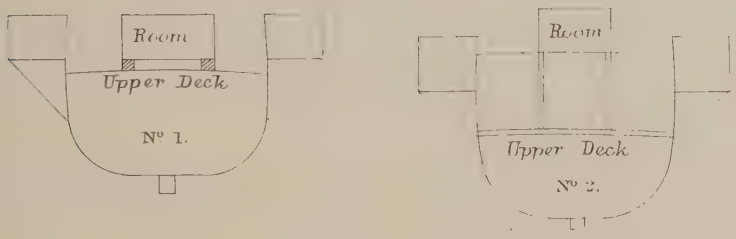


DIAGRAM Nº 4.

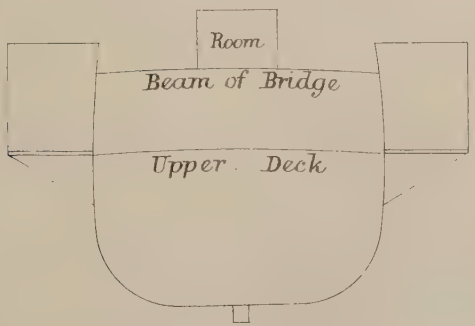
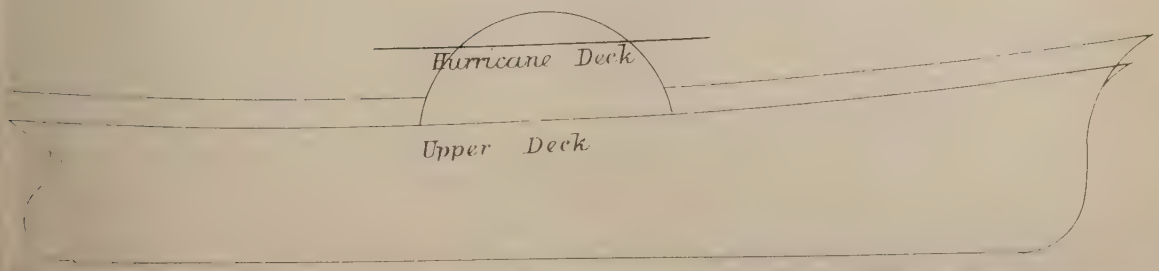


DIAGRAM Nº 5.



2. If the master's room is *on* the upper deck (no matter whether on chocks or n stanchions) it should be measured; but if it is on a "platform" or "bridge," r "hurricane deck," it should *not* be measured, because such "platform," or bridge," or "hurricane deck," would not, by any professional man, he held to e *the* upper deck of the ship.

11 December 1868. (signed) *George Barber.*

— No. 173. —

(M. 10,964.)

Board of Trade to City of Dublin Steam Company.

Board of Trade, Whitehall,
29 December 1868.

Sir,

I AM directed by the Board of Trade to inform you that they have been in ommunication with the Board of Customs upon the subject of your represen- ation, that certain closed-in spaces on the sponsons and on the bridge or platform etween the paddle-boxes in certain of the steamers of the City of Dublin Steam ompany, viz., "Iron Duke," "Windsor," and "St. Patrick," should not be neasured for tonnage, and that upon consideration of their report, and of a report y their Chief Shipwright Surveyor, this Board have arrived at the conclusion nat the closed-in spaces in question have properly been measured for tonnage.

As regards the assertion in your letter, that the sponson spaces had not reviously been so measured, I am to remark, that if the spaces were formerly ppropriated to the same purposes as they now are, the omission appears to have risen from oversight on the part of the measuring officer, and was not the result f any instructions issued by the Customs or by this Department.

With regard to the "St. Patrick," the Board learn that the house on the addle-box deck has been erected since the measurement of the vessel at Liver- ool in November 1864, but such alteration does not appear to have been otified to the Registrar of Shipping at Dublin by the owners of the vessel, under ne provisions of the 84th section of the Merchant Shipping Act, 1854.

I am, &c.

Wm. Watson, Esq., (signed) *Thomas Gray.*
City of Dublin Steam Company,
20, Water-street, Liverpool.

— No. 174. —

(M. 10,964.)

Board of Trade to Commissioners of Customs.

Board of Trade, Whitehall,
29 December 1868.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of the Report, lated 7th* instant, of the Commissioners of Her Majesty's Customs, upon the re- resentation by the City of Dublin Steam Company, that certain closed-in spaces on he sponsons and on the bridge or platform between the paddle-boxes in certain of heir steamers should not be measured for tonnage; and I am to transmit to you, for he information of the Commissioners, a copy of the reply addressed to the com- pany from this Department, expressing this Board's opinion that the spaces in question have properly been measured for tonnage.

* See *ante*, No. 170.

See *ante*, No. 173.

I am, &c.

The Secretary, Customs. (signed) *Thomas Gray.*

— No. 175. —

(M. 11,334.)

Dublin Surveyor to Board of Trade.

Office of Surveyor of Steam Vessels
appointed by Board of Trade,
Custom House, Dublin, 18 December 1868.

Sir,

The "Huntress," O. N. 37,959, Belfast; Mr. Thos. M'Veagh, 52, York-street, Belfast, owner.

I gave deduction for crew space in this vessel on the 25th April. I suspected then that the owner might carry cargo in the forecastle, which he had increased to get the tonnage under the 100. I cautioned him against doing so, as he would thereby incur a heavy penalty.

On Wednesday, 16th inst., at Belfast, I saw the "Huntress," and, uninvited, went on board. I found the bulkhead between the hold and the forecastle removed to the extent of an opening 4 feet, and the appearance of the forecastle was as if it were used as a hold. The master and owner admit that on the voyage ending in the beginning of August they brought from the Baltic the forecastle filled with flax. As this is a wilful violation of the Act, I have reported it in detail, and have sent to the collector at Belfast (Form Stm. 28) to disallow the deduction.

I am, &c.
(signed) *J. M'F. Gray.*

— No. 176. —

(M. 11,334).

Board of Trade to Solicitor of Customs.

The Solicitor, Customs.

Will the Solicitor be good enough to institute proceedings for the recovery of any penalties in this case, to which the master and owner may have rendered themselves liable, if the solicitor thinks that convictions will be obtained?

21 December 1868. (signed) *Thomas Gray.*

— No. 177. —

Solicitor to Customs to Board of Trade.

Customs, 22 December 1868.

I fear that it will not be possible to institute proceedings in this case with any chance of success.

It will be observed, in reference to the Act, sect. 9, para. 8, that if the place occupied by the seamen is not kept free from goods and stores as provided for by para. 6, the master is to be deemed to be in fault, and for every failure to comply with the provisions of the section is to forfeit and pay to each seaman, *lodged in such place*, the sum of one shilling a day *after complaint made* to him by any two or more of such seamen, during which any goods or stores, not being the personal property of the crew, are stored or kept therein. Now, in this case, it would appear that the forecastle was, on the voyage in question, *filled with flax*; therefore, it cannot be said that the crew were lodged therein; they must in fact, of necessity, have been lodged elsewhere.

Moreover, it does not appear that any complaint was made by two or more of the seamen, and unless this was so, the omission would be an insuperable bar to proceedings. The Surveyor has done what is necessary under the 7th clause of the same section, and that is all that can be done under the circumstances.

The Secretary,
Marine Department, Board of Trade.

(signed) *Almaric Rumsey.*

DIAGRAM Nº 1.

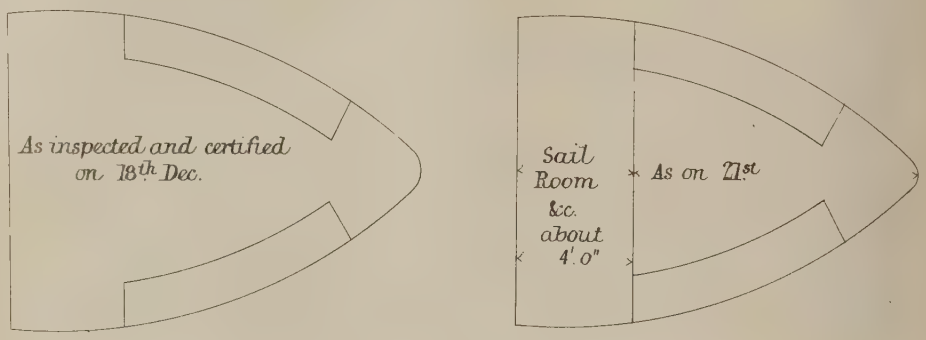
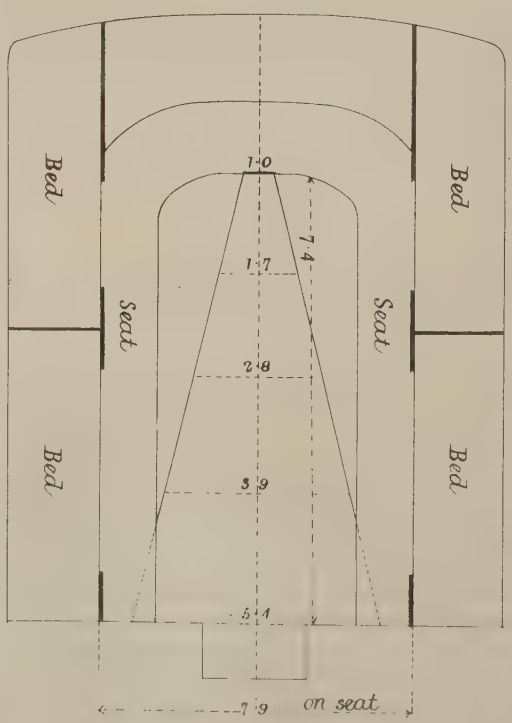


DIAGRAM Nº 2.



— No. 178. —

(M. 11,485.)

Dublin Surveyor to Board of Trade.

Office of Surveyor of Steam Vessels
appointed by Board of Trade,
Custom House, Dublin, 23 December 1868.

Sir,

The brig "Xanthus" (now of Dublin), owner, W. O. M'Cormick, 6, Clarence street, Kingston, was allowed 18·95 tons deduction on account of crew space on 18th instant.

The forecastle had been enlarged *temporarily* to get an undue deduction.

On the 21st, I inspected her again and found a bulkhead had been put in, reducing the forecastle to its original size. (*See* Diagram, No. 1.)

As this is a planned imposition, I report it in detail, and have sent Stm. 28 to Collector at Dublin.

I am, &c.
(signed) *J. McF. Gray.*

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 179. —

(M. 11,596.)

Southampton Surveyor to Board of Trade.

Sir,

Southampton, 29 December 1868.

I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that in accordance with an application to survey the crew accommodation of the smack "Sir Robert Peel," of Shoreham, 30 tons, and not registered, I proceeded to inspect and measure the space, and, from the peculiar nature of the case, beg to submit the facts, and I have the honour to wait for instructions. The vessel is built for the fishing trade, but as the owners want her to carry other cargoes in summer, a surveyor was required before registry. The result being that, in accordance with my instructions, I cannot grant a certificate, the height being only 4 ft. 9 in., which will not admit a man of ordinary stature to stand up in. The crew consists of three men whose quarters are aft, and not in a usual forecastle, and from this cause have a great deal more room than in a forecastle, but the floor measurements allow only one man. I subjoin a sketch of the accommodation in plan. (*See* Diagram, No. 2.)

It will be observed that the floor has been laid as low as possible to admit of a maximum height being obtained, which in such vessels appears difficult. It now remains for your decision, upon which I shall act punctually.

I have, &c.
(signed) *Orme Hamerton.*

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 180. —

(M. 11,596.)

Board of Trade to Southampton Surveyor.

Sir,

31 December 1868.

If the bed places are sufficiently large for a man to sleep in, and if the whole cabin contains sufficient cubic space according to the Act, and is well lighted and ventilated, it need not be rejected simply on account of want of height.

This case is not to be taken as a precedent, but any similar case arising should be submitted for instructions.

I have, &c.
(signed) *Thomas Gray.*

The Shipwright Surveyor,
Southampton.

— No. 181. —

(M. 113.)

City of Dublin Steam Packet Company to Board of Trade.

City of Dublin Steam Packet Company,
15, Eden Quay, 2 January 1869.

Sir,

I HAVE the honour to acknowledge the receipt of your letter of 29th* ultimo, sent to me from Liverpool, which I will communicate at the next meeting of the Board of Directors.

* See *ante*, No. 173.

With regard to the remark as to the captain's room on the platform or bridge between the paddle-boxes of the "St. Patrick" steamer, I beg to say that you have been correctly informed, that it has been recently erected in that position. I have to add, however, that it had been on the vessel's main deck, adjoining the companion, previously to the registry of the vessel in 1864, and it was recently transferred to the bridge with the object of having the captain more within call throughout the entire passage of the Channel. When the vessel is in port he occupies a room under the deck.

In further proof of the novelty of the practice of measuring such spaces, I enclose a copy of a letter from the company to the Collector of Customs protesting against the addition of measurement of the captain's room in our ship "Eblana," a room placed on the vessel prior to her measurement and registry, under the provisions of the Merchant Shipping Act, in 1855.

I have, &c.
(signed) *Wm. Watson.*

The Secretary of the
Board of Trade.

Enclosure in No. 181.

City of Dublin Steam Packet Company, 15, Eden Quay,
4 November 1868.

Sir,

ON the remeasurement of the Company's steam-ship "Eblana," an addition of two tons has been made for "two side houses" on the sponsons, and three tons for the captain's room on the main deck.

I am desired to object to such addition for the reasons already given in my letter of the 8th and 14th September, and therefore to accept the new measurement under protest.

I am, &c.
(signed) *P. Howell,*
Secretary.

The Collector of Customs,
Dublin.

— No. 182. —

(M. 594.)

London Surveyor to Board of Trade.

5, East India Avenue, E.C.,
15 January 1869.

Sir,

I BEG to enclose a letter from the Collector of Customs, with one from the principal clerk to the Commissioners of Sewers of the City of London, both of which

which were received at this office on the 14th inst. As the enclosed letters are only communications, not requests, nothing has been done, nor will be done, by this office unless we receive instructions from you.

The Assistant Secretary,
Marine Department,
Board of Trade.

I have, &c.
(signed) *Thomas W. Trail.*

Enclosure in No. 182.

Gentlemen, Custom-house, London, 14 January 1869.

I HAVE acknowledged the receipt of the enclosed letter, and informed Mr. Daw that I have forwarded it to you.

I am, &c.
(signed) *H. Wybrow,*
Collector and Chief Registrar
of British Shipping.

To the Board of Trade Surveyors.

Sub-Enclosure in No. 182.

(M. 594.)

Sir, Sewers Office, Guildhall, 12 January 1869.

I AM directed by the Commissioners of Sewers of the City of London to inform you that the Medical Officer of Health for the said City reported to them this day that the following vessel has been inspected during the past week by the Inspector of Shipping, whose returns indicate that it is deficient in proper accommodation as regards cubic space in the berths occupied by the stokers, viz., the "Diana," steam vessel, lying off Brewer's Quay.

Agreeably to a recent suggestion made to the Commissioners by the Board of Trade, I have the honour to submit this to you, in order that steps may be taken to remedy these defects, under the provisions of the Merchant Shipping Act, 1867.

I am, &c.
(signed) *Joseph Daw,*
Principal Clerk.

To the Collector of Customs,
for the Port of London.

— No. 183. —

(M. 594.)

Board of Trade to London Surveyor.

The Surveyor, London,
Is requested to report upon the crew spaces of the vessels referred to.

19 January 1869. (signed) *Thomas Gray.*

— No 184. —

(M. 846.)

London Surveyor to Board of Trade.

Board of Trade, Surveyor's Office,
Sir, 5, East India Avenue, E.C., 22 January 1869.

WITH reference to your Minute of the 19th instant, M. 594, I beg to report that on the 20th instant I inspected the crew space of the steam vessel "Diana," official No. 341. I found that the first mate and engineer's cabins were being altered and rebuilt. The boatswain and donkey man's cabin was large enough for three men, but required more ventilation; floor making tight.

*See *ante*, No. 183.

The second mate and carpenter's cabin, immediately opposite the last, was also

also large enough for three men, but required more ventilation; floor making tight.

The stokers' berth is situate abaft the engine-room, and entered from the engine-room, and was large enough for six men, but there are five stokers and two trimmers; it requires more light, ventilation, and floor making tight; bulkhead making tight.

The lower forecastle required more ventilation, light, drainage to limbers, pipes to chain lockers, hatch and floor making tight; I also found it large enough to hold seven men, which is the number berthed there.

The forecastle was in a very dirty state, and not fit for men to live in. The captain informed me that the inspector of shipping had visited the ship very frequently, and had, in answer to his inquiries, informed him that all was right.

I have, &c.
(signed) *Thomas W. Traill,*
Surveyor of Steam-Vessels and Inspector of Crew Spaces.

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 185. —

(M. 846.)

Board of Trade to Messrs. Malcomson Brothers.

Sir, Board of Trade, Whitehall, 1 February 1869.

I AM directed by the Board of Trade to transmit to you the accompanying copy of a letter from the principal clerk of the Sewers Office, with respect to the accommodation for seamen on board your vessel the "Diana," together with a report upon the same by this Board's Inspector of Crew Spaces.

*See ante, Encl. in No. 182 and No. 184.

In so doing, I am to refer you to section 9 of the Merchant Shipping Act, 1867, and to the penalties incurred for failure to comply with its provisions; and to state that this Board will be glad to receive any observations you may wish to offer upon the subject.

I am, &c.
(signed) *Thomas Gray.*

Messrs. Malcomson Brothers, owners of the "Diana," Waterford, care of Mr. Robinson, 20, Mark Lane, E.C.

— No. 186. —

(M. 849.)

London Surveyor to Board of Trade.

Sir, 5, East India Avenue, 25 January 1869.

I BEG to enclose a letter from the Collector of Customs, with one from the principal clerk to the Commissioners of Sewers to the City of London, both of which were received at this office on the 23rd instant. As the enclosed letters are only communications, not requests, nothing has been done, or will be done, by this office unless we receive instructions from you.

I have, &c.
(signed) *Thomas W. Traill.*

The Assistant Secretary,
Marine Department, Board of Trade.

Enclosure in No. 186.

Gentlemen, Custom House, London, 22 January 1869.

I HAVE acknowledged the receipt of the enclosed letter, and informed Mr. Daw that I have forwarded it to you.

I am, &c.
(signed) *H. Wybrow,*
Collector, and Chief Registrar of British Shipping.

To the Board of Trade Surveyors,
5, East India Avenue.

Sir, Sewers Office, Guildhall, 21 January 1869.

I AM directed by the Commissioners of Sewers of the City of London to inform you that the Medical Officer of Health for the said City reported to them on the 19th instant that the following vessel has been inspected during the past week by the Inspector of Shipping, whose return indicates that the same is deficient in proper accommodation as regards cubic space in the berth occupied by the stokers; viz., "The Seine," lying at London Bridge Wharf. Agreeably to a recent suggestion made to the Commissioners by the Board of Trade, I have the honour to submit this to you, in order that steps may be taken to remedy these defects under the provisions of the Merchant Shipping Act, 1867.

I am, &c.
(signed) *Joseph Daw,*
Principal Clerk.

To the Collector of Customs for the Port of London.

— No. 187. —

(M. 849.)

Board of Trade to Sewers Office.

Board of Trade, Whitehall,
29 January 1869.

Sir,

WITH reference to your letter of the 21st instant,* addressed to the London Collector of Customs, I am directed by the Board of Trade to request that you will be good enough to furnish them with the names of the master and owner of the "Seine," in order that this Board may communicate with them.

* *See ante*, Encl. in No. 186.

I am, &c.
(signed) *Thomas Gray.*

Joseph Daw, Esq., Principal Clerk,
Sewers Office, Guildhall, City.

— No. 188. —

(M. 1135.)

Sewers Office to Board of Trade.

"The Seine."

London, Sewers Office, Guildhall,
1 February 1869.

Sir,

IN reply to yours of the 29th January,† the names you require in respect of the above vessels are as follows: owner, the General Steam Navigation Company; captain, William Bishop.

† *See ante*, No. 187.

I am, &c.
(signed) *Joseph Daw,*
Principal Clerk.

Thomas Gray, Esq.,
Assistant Secretary, Marine Department,
Board of Trade.

— No. 189. —

(M. 1135.)

Board of Trade to General Steam Navigation Company.

Board of Trade, Whitehall,
8 February 1869.

Sir,

M. 849. See Enclosure in No. 186.

I AM directed by the Board of Trade to transmit to you, to be laid before the General Steam Navigation Company, the accompanying copy of a letter from the principal clerk to the Sewers Office, with respect to the accommodation for seamen on board their vessel, the "Seine."

In so doing, I am to request that you will draw the attention of the General Steam Navigation Company to section 9 of the Merchant Shipping Act, 1867, and to the penalty incurred for failure to comply with its provisions; and to state that this Board will be glad to receive any observations you may wish to offer upon the subject.

I am, &c.
(signed) *Thomas Gray.*

The Secretary,
General Steam Navigation Company.

— No. 190. —

(M. 1144.)

London Surveyor to Board of Trade.

Board of Trade, Surveyor's Office,
5, East India Avenue, Leadenhall-street, E. C.,
1 February 1869.

Sir,

WITH reference to your Minute of the 19th ultimo (M. 594), I beg to report that I inspected the crew space of the steam-vessel "Rhine," official No. 21, and found that the lower forecastle was large enough for nine men (eight only berthed there), but required more light and ventilation and drainage, hatch making tight, also the floor at ship's side. The stokers' cabin, off engine-room, for three men (four occupying), and requires light and ventilation. The engineer's cabin, off engine-room, for three men (one only occupying), and requires light, ventilation, and deck prism making tight. The first mate's cabin, and second mate's carpenter's cabin, each for two men, situate off fore cabin, with sufficient light and ventilation.

I have, &c.
(signed) *Thomas W. Traill,*
Surveyor of Steam-Vessels and Inspector of Crew Spaces.

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 191. —

(M. 1173.)

Board of Trade to General Steam Navigation Company.

Board of Trade, Whitehall,
11 February 1869.

Sir,

I AM directed by the Board of Trade to transmit to you, to be laid before the Board of Directors of the General Steam Navigation Company, the accompanying copy of a letter from the Commissioners of Sewers of the City of London, having reference to the accommodation for seamen on board the Company's ships, "Rhine" and "Leo," together with reports upon the same by this Board's Inspector of Crew Spaces.

M. 1144. 1173.

In so doing, I am to request you to call the Board's attention to section 9 of the Merchant Shipping Act, 1867, and to the penalties incurred for failure to comply

comply with its provisions, and to state that this Board will be glad to receive any observations they may wish to offer upon the subject.

I am, &c.
(signed) *Thomas Gray.*

The Secretary, General Steam Navigation Company,
71, Lombard-street.

— No. 192.

(M. 1439.)

Mr. *A. G. Robinson* to Board of Trade.

20, Mark-lane, City, E.C.,
Sir, 12 February 1869.

In reference to your letter of 22nd January (M. 846), I beg to say that the crew spaces in our steam vessel "Diana," are now finished.

1st. The first mate and engineer's cabins are now well lighted and ventilated.

2nd. The boatswain's and donkey man's cabin is now well ventilated, and floor tight.

3rd. The second mate and carpenter's cabin, immediately opposite, is also now well ventilated, and floor made tight.

4th. The stokers' berth is now well ventilated, and floor, also bulkhead, made tight. "I beg here to say that your surveyor has made a mistake as to number of men in this cabin; there are only *four* firemen and *two* trimmers, and not *five* firemen and *two* trimmers as he reports."

5th. The lower forecastle forward is now well ventilated, floor made tight, with drain pipes to limber; also chain locker pipes and hatch on floor made tight.

I beg further to say that the forecastle was inspected whilst ship was under repair, and perhaps might have been a little out of order then; but while ship is on her station, there is every attention given to cleanliness.

I am, &c.
The Assistant Secretary, (signed) *A. G. Robinson,*
Marine Department, Board of Trade. *Wm. Horn.*

— No. 193. —

(M. 2350.)

Liverpool Surveyors to Board of Trade.

17, Tower-buildings North, Liverpool,
Sir, 13 March 1869.

We beg to forward a report as to the condition of the crew spaces of the undermentioned vessels. It has been an omission that this has not been done earlier, which we regret, but all other cases that come under our notice shall be reported at once.

"*Courier.*"—Crew berthed in a deck-house, sufficiently lighted and ventilated by a skylight and three side-scuttles; no privy; height 6 ft. 6 in. Inspected, 19th January 1869. Owners, Stewart & Douglas.

"*Royal Arch.*"—Crew berthed in a deck-house, sufficiently lighted and ventilated by four side-scuttles; height, 6 ft. 3 in. Inspected, January 29th. Owners, Stewart & Douglas.

"*Cupid*" (Schooner).—Crew are berthed in a lower forecastle; height, 5 ft. 9 in.; no light or ventilation, except when companion door is open; no privy. Inspected, February 5th. Messrs. Brown & Shipley, agents.

"*Serafina.*"—Crew are berthed in a lower forecastle; no light or ventilation, except when companion doors are open; hawse pipes require slides in them; height 5 ft. 6 in.; no privy. Inspected, 11th March. Hatton & Cookson, owners.

"*Hind.*"—Lower forecastle; no light or ventilation except at companion, when doors are open; no privy. Crew sleep in hammocks. Height, 6 ft. 2 in. Inspected, 11th March. Owners, Hatton & Cookson.

Several other vessels from the coast of Africa have been inspected by us, and we have found them as having complied with the Act, and are certified to that effect.

We have, &c.,
(signed) *James Martyr,*
William Parker.

The Assistant Secretary, Marine Department,
Board of Trade.

— No. 194. —

(M. 2350.)

Board of Trade to Liverpool Surveyors.

The Surveyors, Liverpool, are requested to report what steps were taken with regard to the latter of these vessels.

(signed) *Thomas Gray.*

16 March 1869.

— No. 195. —

(M. 2350.)

Liverpool Surveyors to Board of Trade.

No steps have been taken with respect to the vessels mentioned, as the surveyors are not aware that they have any power to interfere unless called upon by an owner, or by instructions from the Board of Trade. The two latter vessels are in port at present.

(signed *James Martyr.*
W. C. Taylor.
Robert Murray.
William Parker.
R. Taplin.

19 March 1869.

N.B.—This was referred to Mr. Barber.

— No. 196. —

(M. 2350.)

Mr. *Barber* to Board of Trade.

It appears that the surveyors inspected these vessels without having received any application to do so. There is nothing in the surveyors' instructions which requires them to do this; but, as they did do it, it would have been an easy thing for them to have explained to the owner, agent, or master, at the time and on the spot, in what respect the Act is not complied with.

The "Cupid," "Serafina," and "Hind" are stated to be deficient in light and in ventilation. The "Courier" and "Royal Arch" are right. The "Serafina" and "Hind" are the only two in port. Should the surveyors make the owners acquainted with the deficiencies in each, omitting any mention of the privy; or should a letter be sent direct from the Board? Will it not be well for the surveyors to confine their attention to crew spaces for which they receive proper applications for inspection?

signed) *George Barber.*

30 March 1869.

— No. 197. —

(M. 2495.)

Newcastle Collector to Board of Trade.

Custom House, Newcastle,
17 March 1869.

Sir,

I FORWARD, on the other half sheet, a letter which has been handed to me by the Board of Trade Surveyor at North Shields, to be forwarded to you relative to a vessel named the "Hudgill," registered at this port. The vessel was cleared outwards at this Custom House on the 3rd instant with cargo for Swinnemunde, but after commencing the voyage has returned to the Tyne in consequence of stress of weather, and is at present at North Shields. It appears from the papers annexed, that two of the seamen have complained to the Superintendent of Mercantile Marine at North Shields, that the accommodation for the crew is not in accordance with the requirements of the Merchant Shipping Act, 1867; and the surveyor, after an inspection, fully confirms their statement. The vessel is an old vessel, and no allowance whatever for the accommodation of the crew was made on registry. It does not appear that notice has been given to the owner (who resides at North Shields) of the alterations required, or that he has refused to cause them to be effected.

I am &c.
(signed) *J. Baldwin*,
Collector.

The Secretary, Marine Department,
Board of Trade.

Enclosures in No. 197.

Surveyor's Office, Sailors' Home, North Shields,
16 March 1869.

Sir,

I BEG to inform you that I have, in accordance with the Merchant Shipping Act, and also the annexed letter, surveyed the "Hudgill" (Brig) of the port of Newcastle, and have to report the result of such to you for your further guidance, which, from my own observation, I consider is one that ought to be prosecuted.

1st. I find that the height between decks is not the average height of man, as it is only 5 ft. 4 in. from deck to deck.

2nd. There is no bulkhead fitted at the after end of forecastle, which is required.

3rd. There is no ventilation whatever.

4th. There is not sufficient light, there being only two deck lights.

5th. Sides are not caulked, as required by the Instructions issued from the Board of Trade.

6th. There are no scuppers fitted in order to drain the water off the deck below.

7th. The deck is only 1½ in. in thickness, and therefore not thick enough to be caulked and made tight.

8th. There is no water-closet on deck for the accommodation of the crew.

9th. The entrance to the forecastle will require to be overhauled.

10th. The upper deck, &c., in the wake of forecastle requires overhauling, as it is evident to me that the water has been making its way through.

I am, &c.
(signed) *William Burroughs*,
Surveyor.

The Collector,
Her Majesty's Customs, Newcastle.

Mercantile Marine Office, North Shields,
15 March 1869.

Sir,

I BEG to forward you a written complaint which has been lodged with me by two seamen belonging to the "Hudgill" with regard to the accommodation for the crew of that vessel,

which they state is not in accordance with the provisions of "The Merchant Shipping Act, 1867."

I am, &c.
(signed) *W. F. Potter,*
Superintendent.

William Burroughs Esq.,
Board of Trade Surveyor,
North Shields.

Brig "Hudgull," North Shields,
15 March 1869.

We, the two members of the crew, do respectfully state that the forecastle of the brig is not properly fitted, and we request you to order a survey.

John Classon.
Robert Kewley.

— No. 198. —

(M. 2497.)

Board of Trade to Mr. *R. Storey.*

Steam Ships.

Board of Trade, Whitehall, Gardens,
24 March 1869.

Sir,

I am directed by the Board of Trade to transmit to you the accompanying copy of the report by this Board's Surveyor at North Shields of his inspection under the Merchant Shipping Act, 1867, sect. 9, clause 7, of the crew accommodation on board your vessel the "Hudgill," made in consequence of a complaint by two of the crew of that vessel.

* *See ante*, Encl. in No. 197.

As it appears from this report that the provisions of section 9 of the Act, with regard to the accommodation of seamen, had not been complied with, I am to call your attention to the penalty prescribed by the section for failure to comply with its provisions, and to state that the Board of Trade will be glad to receive any observations which you may wish to offer in the matter.

I am, &c.
(signed) *Thomas Gray.*

Mr. R. Storey,
Owner of the "Hudgill," Newcastle.

N. B.—A similar letter was sent to Mr. Downie.

— No. 199. —

(M. 2743.)

Mr. *R. Storey* to Board of Trade.

Newcastle-on-Tyne, 25 March 1869.

Sir,

With reference to the enclosed documents, I have to state I am not now the owner of the "Hudgill," having some time ago sold the vessel to Mr. Downie of North Shields, in whose name she at present stands registered.

I am, &c.
per pro *Robert Storey,*
(signed) *William Sawyers.*

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 200. —

(M. 2827.)

Mr. *James Lucock* to Board of Trade.

Aldborough, Saxmundham, Suffolk,
29 March 1869.

Sir,

Your humble petitioner purchased a vessel at Harwich, on the 19th of February at public auction, one of Her Majesty's coastguard cutters, and therefore without

out official papers; the said vessel had been duly manned and sent to Woodbridge, and application made for a register, which register have been refused on the grounds that no Board of Trade surveyor have examined her and given certificate of space for the crew, as per Act of Parliament for 1867. The said vessel while engaged in the coastguard service had a crew, together with officers, numbering 18. She is now purchased by pilots for the North Channel to London in the Orfordness district, from Aldborough port, Woodbridge, and is licensed from the Trinity House expressly for a pilot cutter. We have but two men permanently on board, and four pilots, which are of course ofttimes on board ships requiring their service. As the former crew used hammocks we have been at a cost of 30 *l.* to build each man and pilot a private state for sleeping, &c.; the rest is space as first and second cabin from stem to stern. Her register tonnage is $35\frac{6}{100}$. Will you kindly inform me if such vessels are not like yachts, exempt from the Act, as we never take any cargoes in; and if not, please inform me where I can obtain such Board of Trade surveyor as is necessary. We have nothing to gain by registry; but if it is necessary to register such vessel we wish to comply in every respect. An answer at your earliest convenience will greatly oblige

Yours, &c.
(signed) *James Lucock*, Trinity Pilot,
Aldborough.

The Secretary of the
Board of Trade.

— No. 201. —

(M. 2827.)

Board of Trade to Mr. *James Lucock.*

Registry of Ships. — Health of Crews.

Board of Trade, Whitehall,
5 April 1869.

Sir,

In reply to your letter of the 29th ultimo,* with reference to a pilot cutter for which registration had been refused by the Woodbridge registrar because she has not been surveyed by a Board of Trade surveyor, I am directed by the Board of Trade to inform you that the provisions of the Act of 1867, which require that an inspection should be made, must be complied with, and that this Board have no power to set them aside.

* *See ante*, No. 200.

Application should accordingly be made by you to the London surveyors, 5, East India Avenue, Leadenhall-street, E.C.

I am, &c.
(signed) *Thomas Gray.*

Mr. James Lucock, Trinity Pilot,
Aldborough, Suffolk.

— No. 202. —

(M. 3125.)

Mr. *Sidney T. Taudevin* to Board of Trade.

7 April 1869.

Sir,

I beg leave to ask you for information with respect to the space to be allotted to seamen on board merchant vessels.

I have a vessel of 313 tons by register measurement, navigated by 12 men, including the master, the master and the mates living in the cabin.

I am desirous to do away with the forecastle entirely, and to build a house on the fore part of the ship's deck just abaft of the foremast, in which I wish to include accommodation for the crew, round-house, &c., all under one roof, but of course each department of said deck-house to be properly separated from the others by bulkheads; for instance, the entrance to the cook's house would be on the aft side of the said house; the entrance to the crew's berths and house on the port side, and the entrance to the store-rooms, &c., on the starboard side of said deck-house.

Thus I would provide sleeping accommodation for nine of the crew in said deck-house, and the information I wish to ascertain is, provided I give the full space to each man, viz., 72 cubic feet, how much of the total space occupied by said house would be deducted from the total register tonnage of the ship.

Waiting your reply,

I am, &c.
(signed) *Sidney T. Taudevin.*

The Secretary,
Merchant Marine Department,
Board of Trade.

— No. 203. —

(M. 3125.)

Board of Trade to Mr. *Sidney T. Taudevin.*

Health of Crews.

Board of Trade, Whitehall,
21 April 1869.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 7th inst.,* applying for information respecting the space to be allotted to seamen on board merchant vessels, and the deduction from the register tonnage.

* See *ante* No. 202.

In reply I am to inform you that the tonnage of every place occupied by seamen or apprentices, and appropriated to their use, will be deducted from the register tonnage of the ship, provided that this Board's surveyor is satisfied that such place is available for the proper accommodation of the men who are to occupy it; that it is securely constructed, properly lighted, ventilated, and drained; properly protected from the weather and sea, and, as far as practicable, properly shut off and protected from effluvium which may be caused by cargo or bilge water; that there is a properly constructed privy for the use of the crew; and that the number of persons which the surveyor certifies that every such place is constructed to accommodate is permanently cut in a beam, and cut in, or painted on or over the doorway or hatchway of such place.

I am, &c.
(signed) *Thomas Gray.*

Sidney T. Taudevin, Esq.,
Guernsey.

— No. 204. —

(M. 3392.)

Alloa Collector of Customs to Board of Trade.

Sir,

Custom House, Alloa, 15 April 1869.

ON the subject of measurement of foreign vessels, with a view to the assessment of light and other dues payable thereon, I request to be informed whether, with reference to Section 21 of "Merchant Shipping Act, 1854," and Board of Trade Surveyor's circular dated May 1868, giving directions as to tonnage of foreign ships, it is intended that, where crew spaces of these ships are not inspected by Board of Trade Surveyor, the allowance for any closed-in crew-space not exceeding 1-20th of the remaining tonnage of ship under "Merchant Shipping Act, 1854," shall still be made.

I am, &c.
(signed) *George C. Coats.*

The Assistant Secretary, Board of Trade.

— No. 205. —

(M. 3534.)

Liverpool Surveyors to Board of Trade.

Surveyors' Office,
17, Tower Buildings North, Liverpool,
20 April 1869.

Sir,

We beg respectfully to state that since our last report we have inspected the crew-spaces of the undermentioned vessels trading to the West Coast of Africa :

"*Evadne*."—Crew live in a deck-house not sufficiently lighted, having only two side scuttles 8 inches square, and no ventilation; no privy. Arrived 12th April; inspected 17th April. Owner, W. A. Parker, 23, Great St. Helen's, London.

"*Mosquito*."—Crew live in a lower forecastle and deck-house; forecastle is insufficiently lighted only by two deck prisms; no ventilation. The decks, waterways, and stanchions, require caulking very badly; the deck-house is fitted for two seamen; no light, no ventilation, and very close to the galley; no privy. Arrived 12th April; inspected 14th April. Hargrove, Ferguson & Co., Agents, Hargreave Buildings, Chapel-street.

"*May*."—Crew live in a deck-house; no light or ventilation when doors are closed; fitted for eight seamen; no privy. Arrived 11th April; inspected 19th April. Owners, T. Longrigg & Co., Rumford-street, Liverpool.

We have also inspected four other vessels in the west coast trade, which comply with the Act.

We have, &c.
(signed) *James Martyr.*
William Parker.

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 206. —

(M. 3534.)

Board of Trade to Mr. *Longrigg*.

Health of Crews.

Board of Trade, Whitehall,
24 April 1869.

Sir,

I am directed by the Board of Trade to forward to you the enclosed copy extract from a report by their Surveyors at Liverpool, relative to the deficiency of accomodation for the crew on board the "May," of which vessel you are stated to be the owner, and I am to request you to favour this Board with any observations you may wish to offer on the subject.

See ante No. 205.

I am, &c.
(signed) *Thomas Gray.*

T. Longrigg, Esq.,
Rumford-street, Liverpool.

— No. 207. —

(M. 3534.)

Board of Trade to Mr. *W. A. Parker*.

Health of Crews.

Board of Trade, Whitehall,
24 April 1869.

Sir,

I am directed by the Board of Trade to forward to you the enclosed copy extract from a report by their Surveyors at Liverpool, relative to the deficiency of

See ante No. 205.

of accomodation for the crew on board the "Evadne," stated to be owned by you, and I am to request you to favour this Board with any observations you may wish to offer on the subject.

I am, &c.
(signed) *Thomas Gray.*

W. A. Parker, Esq.,
23, Great St. Helen's, London.

— No. 208. —

(M. 3534.)

Board of Trade to Messrs. *Hargrove, Ferguson, & Co.*

Health of Crews.

Board of Trade, Whitehall,
24 April 1869.

Gentlemen,

I AM directed by the Board of Trade to forward to you the enclosed copy extract from a report by their Surveyors at Liverpool relative to the deficiency of accommodation for the crew on board the "Mosquito," of which vessel you are said to be the agents, and I am to request you to favour this Board with any observations you may wish to offer on the subject.

See ante No. 205.

I am, &c.
(signed) *Thomas Gray.*

Messrs. Hargrove, Ferguson, & Co.
Hargreave Buildings, Chapel-street, Liverpool.

— No. 209. —

(M. 3662.)

Commissioners of Customs to Board of Trade.

Custom House, E.C., 22 April 1869.

Sir,

I AM desired by the Commissioners of Customs to transmit herewith, for the information of the Lords of the Committee of Privy Council for Trade, copies of the Reports of the collector of this revenue at Dublin, and the Principal Surveyor for Tonnage in London, exemplifying the inconvenient and unfair working of the present law as regards the register tonnage of vessels of a class similar to that referred to in the said Reports.

I am, &c.
(signed) *J. B. Hale,*
Assistant Secretary.

The Assistant Secretary,
Marine Department, Board of Trade.

N.B.—This was sent to Mr. Barber for his observations.

Enclosure in No. 209.

Custom House, Dublin, 16 April 1869.

Honourable Sirs,

APPLICATION having been made to me to re-register the steam-tug "Vigilant" (transferred to this port from North Shields), official No. 6362, in order that a deduction for crew-

crew-space may be made from the tonnage of this vessel under the Merchant Shipping Act, 1867,—

I respectfully report that the gross tonnage of this vessel is - - -	66·76
Space allowed for propelling power - - - - - - - -	58·77
Register Tonnage - - - -	7·99
and that the allowance for crew space certified by the Board of Trade Surveyor is - - - - - - - - - - - - - - -	8·33

The circumstance of this case being novel to me, I think it right to represent it to your Honors, and to request instructions whether the certificate of registry may not be noted as above, the net tonnage being nil.

(signed) *F. Trevor*,
Collector.

The Honourable Commissioners, &c. &c.

Report of the Principal Surveyor for Tonnage, Customs, dated 17 April 1869.

Honourable Sirs,

The reason of the tonnage of this vessel being nil, or otherwise less than nothing, is owing to the working of the present rule or per-centage system of allowance for engine-room, section 23 of the Merchant Shipping Act, 1854, and is one of the anomalies arising under such system.

The vessel is a full-powered paddle-tug, and this rule is generally favourable to such class of vessels, the deduction in her case being about 14 tons more than the total tonnage of machinery and fuel space. Her gross tonnage is 66·76 tons, her net engine-room or machinery space 391·8 tons, or 5·8 per cent. of the gross tonnage, entitling the vessel to the allowance of once and-a-half such net engine-room under clause (6) of said section of Act, or 58·77 tons, the additional half being about 14 tons in excess of the actual coal-bunker space, and, as above mentioned, 14 tons in excess of the gross engine-room (44·75 tons). This excess, combined with the present deduction, 8·33 tons, for crew space, more than equals the space in the vessel (22 tons), exclusive of engine and fuel space, and makes the ship of no register tonnage.

It is intended by the Board of Trade, I believe, to introduce a new rule into the Merchant Shipping Bill in course of preparation, to exempt not more nor less than the machinery and fuel space, which, if passed, will avoid such absurdities as was done by the late Mr. Moorsom's rule of 1860.

I may add, that the owners are fairly entitled, as the law stands, to the certificate of registry of this vessel being denoted nil, as regards register tonnage.

(signed) *J. Moore.*

— No. 210. —

Mr. *Barber* to Board of Trade.

(M. 3662.)

Marine Department, 1869.

The report of the Principal Surveyor for Tonnage explains this matter very clearly. Under the per-centage clause (sect. 23 of 1854), the owners are entitled to an allowance of 58 $\frac{77}{100}$ tons for propelling space. Under the Act of 1867, the surveyor has certified that a deduction of 8 $\frac{33}{100}$ tons may be allowed for crew space. As the sum of these two allowances is greater than the gross tonnage, the vessel's register tonnage must, as stated by Mr. Moore, be described as nil.

	Tons.	
Gross tonnage - - -		66·76
Allowance for propelling power - - - -	58·77	
Allowance for crew space	8·33	
		67·10
Register tonnage nil, or -		·44

(signed) *George Barber.*

5 October 1869.

In the case of the "Filga" (M. 11,511, 28th December 1868), the allowance for propelling power alone was nearly nine tons more than the gross tonnage; so she is travelling with a tonnage of minus nine.

— No. 211. —

(M. 3705.)

Messrs. *Stephen & Co.* to Board of Trade.

Dear Sir, New Quay, Newcastle, 24 April 1869.

The "Buccleuch" screw steamer, of Great Yarmouth, has been surveyed by the Customs at Howden Dock; she is now 131 tons nett register, and we find after the deductions are made, she will be under 120 tons, for which tonnage we have supplied the vessel with boats; we have, therefore, to request that you will kindly grant the declarations in accordance, and we will engage to request Collector of Customs at Yarmouth to forward corrected registered tonnage to the Board of Trade; would you kindly at the same time request the Board to telegraph permission by telegram to the Customs at Hull, for the vessel to clear on Monday.

We are, &c.

F. W. Wymer, Esq., (signed) *J. Stephens & Co.*
Board of Trade Surveyor, Newcastle.

— No. 212. —

(M. 3705.)

Board of Trade to Surveyor, Hull.

The Surveyor, Hull.

The certificate will not be issued, unless and until the Act is complied with or the tonnage altered. He is requested to inform the owners and the collectors.

26 April 1869. (signed) *Thomas Gray.*

Reply to 212.

I have informed the owners and collector by letter.
The vessel cleared at this port without passengers yesterday.

Hull, 27 April 1869. (signed) *Henry Parry,*
Surveyor.

— No. 213. —

(M. 3716.)

Messrs. *Hargrove, Fergusson & Jackson,* to Board of Trade.

7, Hargreaves Buildings, Chapel-street,

Dear Sir, Liverpool, 26 April 1869.

We have handed your letter to the captain, who will have the necessary alterations made at once to the satisfaction of the surveyors.

We remain, &c.

(signed) *Hargrove, Fergusson, & Jackson.*

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 214. —

(M. 3718.)

Mr. *W. A. Parker* to Board of Trade.

23, Great St. Helen's, London, E.C.,
Sir, 26 April 1869.

I HAVE the honour to acknowledge the receipt of your letter forwarding to me copy extract from a report of surveyors at Liverpool, relative to the accommodation for the crew on board the "Evadne." The employment for which the "Evadne" was fitted up being chiefly in the West Indies, a deck cabin was considered the more conducive to the health of the sailors and preferred by them; it was erected on the vessel in London by my ships-husband, under inspection of the local authorities of the Board of Trade, as likewise a privy which must have escaped the notice of the Liverpool surveyors; the ventilation is considered quite sufficient at sea, but if considered desirable, I am quite ready to enlarge the side scuttles or otherwise increase or alter the ventilation.

See *ante*, No. 207.

I have, &c.

The Assistant Secretary,
Marine Department, Board of Trade.

(signed) *W. A. Parker.*

— No. 215. —

(M. 3924).

Mr. *Thomas Longrigg* to Board of Trade.

Sir, Liverpool, 1 May 1869.

IN reply to your communication of 24th ultimo, I beg to advise you that I have made necessary alterations for my schooner "May," as suggested by you.

See *ante*, No. 206.

I am, &c.

Secretary, Board of Trade.

(signed) *Thomas Longrigg.*

— No. 216. —

(M. 4214).

Mr. *Barber* to Board of Trade.

5, East India Avenue, E.C.
Sir, 10 May 1869.

IN compliance with the instructions contained in your Minute of the 21st ultimo (M. 3159), I have visited Guernsey and Jersey, for the purpose of instructing the inspectors of crew spaces at those islands.

I arrived at Guernsey at about mid-day on Tuesday the 27th April. I rested for the remainder of the day. At 10 o'clock the next morning, I went to the Custom House and explained to the principal officer of Customs the object of my visit. He sent for the measuring surveyor, who is the inspector of crew spaces, and they both agreed with me that my purpose would be most efficiently accomplished, by the inspector accompanying me to the shipbuilding yards on the island, and seeing and hearing all that I might do and say. So we started for a yard just outside the town, and found the builder, M. Sebire, on board a new brig just ready for launching. This vessel has a good deck-house for the crew; strength, light, and ventilation were all right, but there was not any provision for drainage. I pointed this out to the inspector, and M. Sebire said he would see to it at once. Then came the question, which appears to have frightened all the builders on the island, viz.—"How can a privy be built in this class of vessels?" I asked for a piece of chalk, and when M. Sebire and the master had agreed upon a convenient situation, I chalked out, full size, a strong and useful seat of ease, that could be built at little expense, and would

not be unsightly. M. Sebire said that such a thing had never occurred to him; and, without a moment's hesitation, he told the master that the work should be put in hand at once. Then I asked him where he intended to carry the side lights? He replied, "in the usual place, in the main rigging." I said, "Now, I think that you and I and the captain can find a better place." The captain chose a place abreast the fore-rigging; I said, "That is just the very place where we want them to be carried;" and, when I had chalked out full size, how the stanchions and screens could best be fitted, M. Sebire and the captain thanked me, and assured me that all I had pointed out should be done. The inspector said that he had learnt a great deal from this first lesson.

On the next day (Thursday the 29th), we visited the yard of M. De la Mare, and here there was a brig just ready for launching. The crew are to be berthed in a deck-house. I pointed out to the inspector and to the builder, that it was deficient in strength and in security, and deficient in light, ventilation, and drainage. I had some difficulty in convincing the builder that what I wanted was really necessary; but after I had pointed out a dozen different ways in which he might comply with the Act, and had told him that he might choose any way he pleased, he gave in and said it should all be done. Here, too, when I chalked out a seat of ease, and chalked out the stanchions and screens for the lamps, all the difficulties which had been supposed to surround these things vanished, and the answer I got was—"Oh! if that is all, we will do it at once."

On Friday the 30th, we went to St. Sampson's, and inspected another brig just ready for launching. The builder, M. Ogier, had never heard of the Crew Space Act, or of the Regulations as to Lights. I spent some time with him; showed him that, as his lower forecastle was at present built, there was nothing to prevent the stench from hides or other offensive cargo filling the crew space, and showed him how easily he might remedy this without disturbing the work already finished. Then I showed him how to light, ventilate, and drain the place by appliances which he could make in his own yard, and he said that he would do all that I suggested both as to the crew space and the signal lamps.

On Saturday, the 1st May, I left Guernsey, with the satisfaction and pleasure of feeling that I had successfully accomplished the object for which I visited the island.

On Monday, the 3rd May, I called at the Custom House at Jersey. I found that the inspector of crew spaces had been a measuring surveyor for only a year, and that he had not done any crew space work. The comptroller told me, however, that he thought if I took him with me to the building yards, I should find him apt and attentive. So we at once went to the yard of M. Grandin, at St. Aubins. Here there was a vessel of about 200 tons building, but M. Grandin is of opinion that British sailors are receiving too much attention, and he was not disposed to carry out the requirements of the Act of 1867. He (with others at Jersey) has a notion that the Act does not apply to the Channel Islands.

The next day (Thursday, 4th May) was such a wet and stormy day, that it was impossible to do any out-of-door work; so, as I knew that Mr. Tyrrell, Lloyd's surveyor, who has both Jersey and Guernsey under his charge, is regarded by the shipbuilders and shipowners not only as an important authority, but also as a walking encyclopœdia on shipbuilding; I called on him and gave him a copy of the instructions on crew spaces and on lights, and I know that he will explain all that is required, and so clear the way for the inspector.

On Wednesday the 5th, we visited three building yards at Gorey, and one at La Roque, and at each I explained to the builders and to the inspector, how the Act might be most easily complied with in each particular vessel that was building.

None of the builders had heard of the Crew Space Act, but, when they found that by complying fully with the Act the tonnage could be reduced, they listened attentively to all I had to say, and were pleased with the rough sketches I left behind me.

On Thursday, the 6th May, we went to a building yard at St. Katherine's, but there was only one small vessel building, and as she is intended for the fishing trade, I explained to the inspectors that she would be exempt from the provisions

provisions of the Act. On the afternoon of this day, I met M. Deslandes, the principal shipbuilder in the island, on board a new barque. I pointed out to him many things he would have to do, but he expressed himself delighted with the interview and "would do everything." I found him a very clear-headed old gentleman.

This completed my inspection at Jersey, and the inspector assured me that he thoroughly understood the duties.

I arrived at Southampton on Friday night and rested there. On the next morning I thought it would be well, before I left for London, to call on the surveyor and see whether I could give him any help. At his office I met the Surveyor General of Steam Vessels, and by permission, I accompanied them both round the docks. I afterwards visited with the surveyor the crew space of a screw collier, for which an application for inspection had been received. It was a wretched, dirty, leaky, unventilated, undrained lower forecastle. I told the surveyor what kind of report to send to the owners, and I also impressed upon him the importance of looking more closely to signal lamps. He said that my visit and instruction had done him "a world of good."

I have, &c.
(signed) *Geo. Barber*,
Chief Shipwright Surveyor.

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 217. —

(M. 5248.)

Mr. *John Colson* to Board of Trade.

Scilly, 12 June 1869.

Sir,

With reference to the enclosed documents relating to the survey of my vessel, I beg to state that, on recently purchasing the said vessel, I made application, as directed, to have her surveyed to enable her to be registered at this port; and on the surveyor making his inspection, he pointed out that the crew spaces, &c., were not fitted as required by law, and gave me a statement of particulars in the accompanying form, and directing the payment of 3*l.* 10*s.* 4*d.* before a second inspection is made; but as I am unable to procure ventilators and get the work completed at this port, I cannot at present comply with the requirements of the law, as directed by the surveyor, to entitle me to any allowance for the crew spaces; and as I am anxious to get her registered at this port as soon as possible, in order to proceed on a voyage, I respectfully request you will be pleased to instruct the surveyor to grant me a negative certificate for that purpose, and not compel me to above-named charges until I can have the required work done, which I shall do at some other port on the first suitable occasion, when the vessel can again be inspected with a view to an allowance of tonnage, and when I will willingly pay all necessary expenses.

I am, &c.
(signed) *John Colson*,
Master of Brig "Mary."

— No. 218. —

(M. 5248.)

Board of Trade to Plymouth Surveyor.

The Surveyor, Plymouth,

Had better, on the expenses being paid, grant a certificate that the Act is not complied with.

14 June 1869. (signed) *Thomas Gray.*

— No. 219. —

(M. 5805.)

Hull Local Board of Health to Board of Trade.

Local Board of Health,
Kingston-upon-Hull Law Clerk's Office,
Sir, Town Hall, Hull, 2 July 1869.

I BEG to hand you letter received by me complaining of the manner in which the crew of the screw steam ship "Apollo" of this place are berthed.

As such complaint (as it seems to me) appertains more to the Marine Department of your Board rather than to the Local Board of Health for this place, I venture to hand you such letter to be dealt with as you may see fit.

I have, &c.
(signed) *C. S. Todd*,
To the Right Hon. John Bright, Clerk to the Local Board.
Board of Trade.

N.B.—The Hull Surveyor was requested to report.

Enclosure in No. 219.

Steamship "Apollo," of Hull.

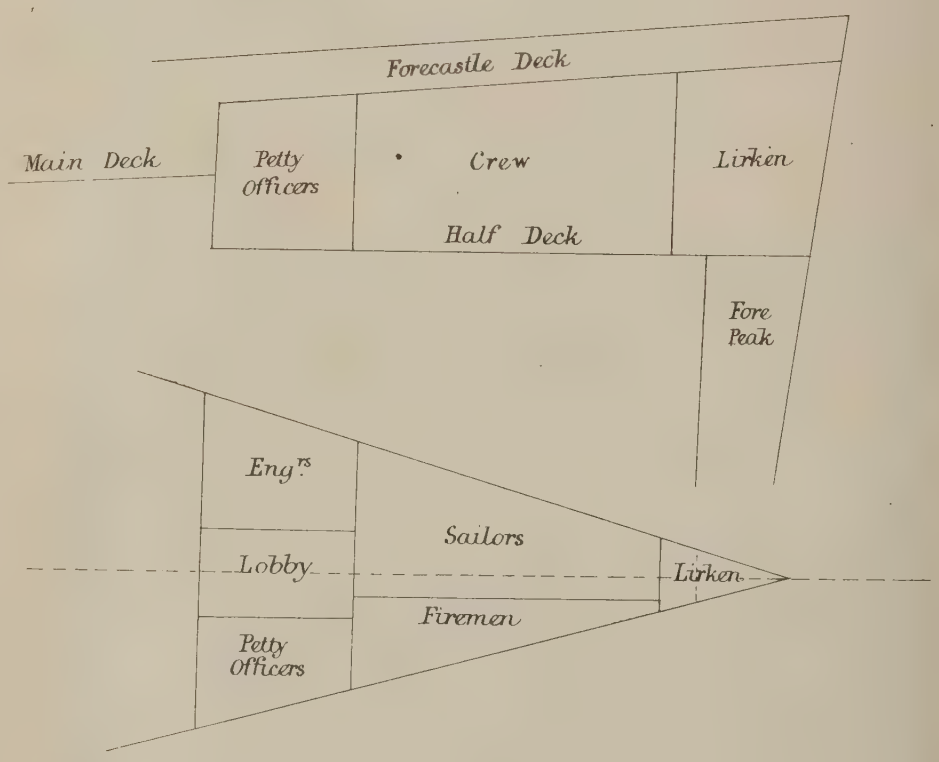
Sir, Hull, 29 June 1869.

I HAVE lately made a voyage in the above ship, and wish to point out (as you are connected with the Board of Health) a few matters which are calculated to injure the health of those who are employed as crew to the said ship. It is not for my own sake that I importune an investigation by the Government Inspector, but for the sake of those who may hitherto be subjected to endure the impurities that exist by the present arrangement of the berths.

The defects would be made more palpable to an officer examining the ship if the following were shown him: In the first place there are 23 persons living in the lower forecastle; these are the engineers, carpenters, boatswain, fireman, and sailors; on the port side, where the sailors live, there is a paint locker fitted where all the paints, mixed and unmixed, are kept; soap, potash, &c., are also kept in the same place. Under this locker is a description of tank, whick forms part of the ship where miscellaneous things are kept, and in rough weather or even in washing the decks the water runs through the paint locker and into this tank. At the bottom of the tank there is a very small hole, insufficiently large to carry off what is injected, and consequently gets foul, causing a nauseous smell from the stagnated water and paints commingled that is quite unbearable in hot weather. There is seldom a watch at sea but something is required from one or both of these places. You may form an idea of the aforesaid tank when you have read the following: Whilst we were in the Danube some corn baskets were required to work the cargo; they were stowed in this tank, and were no sooner used than the bottoms fell out; the men who were sent to fetch them could not stay down but a very short time, and one who stayed a short time longer than the rest bled very freely from the nose when he came up. The effluvia from this tank comes through the forecastle, where some of the crew were lying sick during part of the voyage. Some of the crew have preferred to sleep on deck rather than in their berths. The mode of ventilation is also very bad, as those pipes that are for that purpose are forced to be shut whilst the vessel is at sea. There are two berths under the bridge with statements over the doors that they are for the accommodation of four seamen each; either of these contain the same space, or nearly so, as that occupied by 11 sailors. Now only three officers occupy these berths, viz., the first and second officers and the first engineer. The captain is a very good and impartial gentleman, and would, I am sure, if it were in his power, do away with these annoyances. Trusting, Sir, that you will pardon my intrusion on your valuable time, and will use your influence to have this matter investigated, and things made in accordance with the crews' accommodation law, as set forth in the Mercantile Marine laws, and will favour me with a reply at your convenience,

I remain, &c.
53, Bedford-street, Commercial-road, (signed) *John Thomas*, Seaman.
London, E.

DIAGRAM


Forecastle Deck
Main Deck
Petty Officers
Crew
Half Deck
Lirken
Fore Peak
Eng.rs
Lobby
Sailors
Lirken
Firemen
Petty Officers

— No. 220. —

Hull Surveyor to Board of Trade.

Office of Surveyor of Steam Vessels to the Board of Trade, Custom House, Hull,
5 July 1869.

Sir,

I HAVE the honour to report for the information of the Board that, in accordance with instructions as per Minute (M. 5805), I this day inspected the crew space of the steamship "Apollo, of Hull," and have therefore to report that the crew are berthed in a half-deck forecastle (*see* Diagram) which is deficient in ventilation at fore-end, where there is situated a paint locker and lower fore-peak, the same being used for a store-room, and which requires some means of ventilation or changing the air; the scupper pipes situated in aft part of forecastle, or in engineers' and petty officers' berths, require plugs to be fitted, as with present arrangement of gratings the effluvium from bilges can ascend into forecastle. These berths are generally in much need of cleansing and whitewashing out, and the officers' berths require ventilation.

The dimensions and number of men berthed in the several spaces are as under:

SPACE.	Clear Superficial Feet.		Height at Middle.		Clear Available Capacity.		Number of Persons.		
	Feet.	10ths.	Feet.	10ths.	Feet.	10ths.	Due to S. Area.	Due to C. Capacity.	Actually.
Port Forecastle - - -	156	7	7	0	1,096	9	13	15	12
Starboard Forecastle - -	103	6	7	0	725	2	8	10	7
Petty Officers - - -	45	1	7	0	315	7	3	4	4
Second and Third Engineers -	40	1	7	0	281	0	3	4	2
First Engineers, under Bridge -	50	7	6	8	344	7	4	4	1
First and Second Mates, under Bridge.	50	7	6	8	344	7	4	4	2
					TOTAL - - -		35	41	28

The officer in charge of vessel was with the writer at time of making the inspection, and his attention was drawn to the want of ventilation, cleanliness, and drainage plugs of the crew spaces.

I have, &c.
(signed) *F. W. Wymer.*

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 221. —

(M. 5805.)

Board of Trade to Messrs. *Wilson & Co.*

Health of Crews.

Gentlemen,

Board of Trade, Whitehall, 9 July 1869.

I AM directed to inform you that in consequence of a complaint of the unwholesome accommodation provided for the crew of the steamship "Apollo," of Hull, of which vessel you are represented to be the owners, the Board of Trade Surveyor was instructed to inspect that vessel. In forwarding the enclosed copy of his report, I am to state that this Board will be glad to receive any observations you may wish to offer upon it.

See *ante*, No. 220.

I am, &c.
(signed) *Thomas Gray.*

Messrs. Wilson & Co.,
Railway-street, Hull.

— No. 222. —

(M. 6074.)

Messrs. *Wilson & Co.* to Board of Trade.

Sir, Hull, 10 July 1869.

See *ante*, No. 221.

We have to acknowledge receipt of your letter of yesterday.

The "Apollo" is at present away on a voyage to St. Petersburg, but may be expected back in about three weeks, when we will take care that your surveyor's complaint be properly looked into and remedied.

We are, &c.
(signed) Per *Wilson, Son, & Co.*
C. Newbald.

To the Assistant Secretary,
Marine Department, Board of Trade.

MERCHANT SHIPS
(SEAMEN'S ACCOMMODATIO

COPIES of APPLICATIONS or LETTERS rec
the Board of Trade on the subject of Ac
DATION of SEAMEN in MERCHANT SHI
of LETTERS written or INSTRUCTIONS is
the Board of Trade on the subject;
PAPERS showing the Results of Inquirie
tuted by the Board of Trade on the sub
continuation of Parliamentary Paper, N
of Session 1867).

(*Mr. Lusk.*)

Ordered, by The House of Commons, *to be Prin*
30 *July* 1869.

[*Price* 3*s.* 6*d.*]

375.

Under 16

RULE OF THE ROAD AT SEA.

RETURN to an Order of the Honourable The House of Commons, dated 18 March 1869;—*for*,

COPY "of CORRESPONDENCE concerning the RULE of the ROAD at SEA, and of any ORDER in COUNCIL, REGULATIONS, or INSTRUCTIONS recently issued with respect thereto."

Board of Trade, 19 March 1869.

T. H. FARRER.

(*Mr. John Bright.*)

Ordered, by The House of Commons, *to be Printed*, 1 *April* 1869.

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COPY of CORRESPONDENCE concerning the RULE of the ROAD at SEA, and of any ORDER in COUNCIL, REGULATIONS, or INSTRUCTIONS recently issued with respect thereto.

— No. 1. —

(M. 1610.)

Admiralty to Board of Trade.

Sir, Admiralty, 22 February 1867.

My Lords Commissioners of the Admiralty having received numerous letters on the subject of the rules and regulations respecting lights to prevent collisions at sea, I am commanded by their Lordships to acquaint you that they would propose, should the Lords of the Committee of Privy Council for Trade concur, to appoint a naval officer, and to request an elder brother of the Trinity House to meet with him, and consider what mode, if any, can be adopted to lessen the danger of collisions, and whether any change in the present regulations is expedient; and my Lords would be glad if a gentleman from the Board of Trade could join in the consideration of this subject.

I am, &c.

The Secretary, (signed) *Henry G. Lennox.*
Board of Trade.

— No. 2. —

(M. 1610.)

Board of Trade to Admiralty.

Board of Trade, Whitehall,
Sir, 4 March 1867.

I AM directed by the Board of Trade to acknowledge the receipt of Lord Henry G. Lennox's letter of the 22nd ultimo,* proposing that the subject of the rules and regulations for preventing collisions at sea should be reconsidered by a naval officer and elder brother, and a gentleman from the Board of Trade, with the view of adopting a mode by which the danger of collisions may be lessened, and of altering the existing regulations if found expedient.

* *See ante, No. 1.*

In reply, I am to point out that these regulations formed the subject of elaborate discussion as late as 1860–62; that this discussion was of a very wide and exhaustive character; that it was carried on not only between the Admiralty, the Trinity House, and this Board, but also between Her Majesty's Government and the French Government; that a settlement of these regulations was effected with the entire concurrence of those departments, and of both Governments, and that by mutual international arrangements, the regulations so settled have been adopted by every maritime nation, and have become the international law of the world. They cannot be, or in good faith ought not to be, departed from until the sanction of those countries by whom they have been adopted is obtained. Under these circumstances, the Board of Trade are of opinion that the question is one which it would be very serious, under any circumstances, to reopen, and they would therefore suggest, for the consideration of the Lords Commissioners, whether, before appointing a joint committee such as is proposed, it may not be desirable that the Admiralty should carefully consider the points to

which they think attention should be directed, in order that the general nature of the changes, if any, which they would be disposed to think necessary, may be distinctly stated, and may be carefully considered by the Trinity House, and by this Board, before any further steps are taken.

I have, &c.

The Secretary, Admiralty. (signed) *T. H. Farrer.*

— No. 3. —

(M. 2532.)

Admiralty to Board of Trade.

Sir, Admiralty, 23 March 1867.

I AM commanded by my Lords Commissioners of the Admiralty to send you herewith copy of a letter, dated the 11th instant, from the Secretary of the Association for the Protection of Commercial Interests, proposing a reconsideration of the regulations for preventing collisions at sea, and of the disposition of the lights to be carried for that purpose, as also of their Lordships' reply, dated this day, and I am to request that you will lay the same before the Board of Trade.

I am, &c.

The Secretary, Board of Trade. (signed) *W. G. Romaine.*

Enclosure 1, in No. 3.

Association for the Protection of Commercial Interests, as respects Wrecked and Damaged Property.

Sir, Lloyd's, 11 March 1867.

THE attention of the commercial community and of this committee has been much directed of late to the subject of collisions at sea. The importance of this subject will, I am sure, render an apology for troubling you unnecessary.

I believe it is admitted by all practical men that, in order to avoid collisions, it is essentially necessary that the approaching vessels shall each know in what direction each is steering, for without this knowledge it is impossible to determine what tactics are best. The manœuvre which is best when vessels are approaching nearly end on is not the best when one vessel is crossing the path of the other.

Therefore, a main point towards the avoidance of collisions must be to place it in the power of both vessels to know the course the other is steering; and to know this as soon as the lights themselves are seen.

Again, it is very necessary in order to avoid collisions, that either vessel shall be able to know not only that the other intends to change, or is changing her course, but also how much or how litle that course is changed. I will not lengthen this letter by quoting instances to illustrate this principle. Any instance of collision is an illustration.

After long consideration, the opinion has been arrived at by many well competent to judge, that if by any means it is possible to let vessels know the course and change of course of others; the rest, that is, the direction each vessel should take, may be more safely left to ordinary common sense and common seamanship than to any rule of the road. For, let the rule of the road be never so elaborate, or never so simple, the occasion will constantly occur, and, in cases of collision, will always have occurred, when the judgment of those in command will have to be exercised, and the great question of whether this judgment has been rightly or wrongly exercised will have, as now, to be determined by the Admiralty Court and the Trinity Masters; but at any rate, if there is no rule of the road except that of good seamanship, there could never occur such persistent portings of the helm against all common sense, as did occur in the case of the "Osprey" and "Amazon."

A proposal has been made by Commander Heathcote (late R. N.) for an arrangement of the lights now in use, for the purpose of placing it in the power of all vessels to know the course steered by any other vessels in sight, and also to know at once any change in her course which an approaching vessel may make.

The proposed system was discussed last year at the Royal United Service Institution, and I take the liberty of enclosing the report.

This committee does not pretend to say that in their opinion this system is the best that can be adopted, nor that it is a perfect system, but it is believed that it has advantages in being

being simple, inexpensive, easy of adoption, readily applicable without alteration of existing rules; there appears also to be a probability of its being useful to commercial interests.

On these grounds, I am directed to request the attention and consideration of my Lords Commissioners of the Admiralty to this arrangement of the lights of steam vessels, and to pray that if, after examination, the same favourable opinion is entertained of it as has been expressed in unofficial circles, my Lords will be so good as to grant an opportunity for testing its practical efficiency and value.

I am, &c.
(signed) *J. A. W. Harper,*
Secretary.

The Secretary to the
Admiralty, Whitehall, S.W.

Enclosure 2, in No. 3.

Sir, Admiralty, 23 March 1867.

HAVING laid before my Lords Commissioners of the Admiralty your letter of the 11th instant, requesting, by desire of the Association for the Protection of Commercial Interests, that their Lordships would consider if some change might not be made in the regulations for preventing collisions at sea, and also in the arrangement of lights, so as to show more readily than at present the direction, or any change in the direction, in which one ship is approaching another, I am commanded by my Lords to request that you will inform the Committee of the Association that they will give their consideration to their representations, and that they are at present in communication with the Board of Trade on the subject of the lights carried by ships. It appears, however, that so late as the year 1862 this question was fully investigated by the Home Authorities in conjunction with those of the Government of France; and it appears to their Lordships to be somewhat doubtful whether it will be possible to make any practicable improvements in the existing regulations.

As regards the proposal of Commander Heathcote (late Indian Navy), which is referred to in your letter, recommending a fixed position for the masthead or white light, with reference to the coloured lights, so as to indicate approximately the course which a vessel is steering, my Lords see considerable difficulty in carrying out such a proposal, which in many vessels would be impracticable. As no general regulation or system could therefore be established, their Lordships are not prepared to adopt the otherwise ingenious plan recommended by Commander Heathcote.

I am, &c.
(signed) *W. G. Romaine.*

J. A. W. Harper, Esq.,
Lloyd's.

— No. 4. —

(M. 3061.)

W. Stirling Lacon, Esq., to Board of Trade.

Sir, Union Club, London, 11 April 1867.

I HAVE to request that you will lay before the Board of Trade the reasons which have induced me to suggest certain alterations in the existing steering and sailing rules, which I have had the honour to submit to the Board of Trade.

First.—As to the position of the bright white light in steamers.

It has been pointed out to me by Admiral Ryder and others, that the foremast head in the heavy ships in the navy would not be the best position in which it should be carried, *to ensure its being seen*, in consequence of the mass of ropes, &c.; I have, therefore, thought it advisable to suggest a certain latitude, and have added the words, "or below the foreyard *where it can be best seen.*"

Secondly.—As to the range of the lights.

In the valuable discussion upon Commander Colomb's paper at the Royal United Service Institution, it was shown that the law fixing the range of the bright light to 20 points, and the coloured or side lights to 10 points, was *never* acted upon, and it was not possible to procure lanterns acting up to the requirements of the law; and the reason for this was pointed out by Commander Colomb.

In suggesting 16 points and eight points respectively, it was in order to ascertain whether such a range would be sufficient, and whether the consequent saving of expense in the manufacture of the lanterns could *safely* be conceded to the shipowner, with the understanding that in future the law would be *imperatively* carried out.

Thirdly.—By the existing law it is provided that sailing ships shall carry the same lights as steamers, with the exception of the bright light, which they shall never carry.

In Article 5, I have simply changed the wording, without altering the intention of the rule.

Fourthly.—By the existing law, there is no provision for a sailing ship with the motive power lashed to her, by which a sailing ship virtually becomes converted into a steam ship.

This I have provided for by Part 2, of Article 5.

Fifthly.—By the existing law, vessels at anchor are enjoined to exhibit a bright white light, &c.

To insure their not also exhibiting their coloured lights, after they have come to an anchor, I have introduced the word *only* in Article 7.

Sixthly.—Very valuable information was elicited in the discussion at the Royal United Service Institution, as to the necessity for *a fixed relative position* for the side lights being *established by law*. Evidence has been given of their being exhibited in every position from stem to taffrail.

I have, therefore, added a note to the rules, which I have had the honour of submitting :—

"That the range of the lights, and a fixed relative position for the side lights, be hereafter determined by practical men."

Seventhly.—In the alterations which I have suggested as to the *port helm*, I leave nothing to what a man *sees*, but to what he *does*, or *what he shall do* under a new law.

It is while speculating upon what a man sees that an accident happens, and it is the cause of all the hard swearing in the Admiralty Courts.

But I say that, if a ship has another *ahead*, she shall *port ;* if she has another on her *port side*, she shall *port*; and if she has another on her *starboard side*, she shall *starboard* and *stop*.

I have, &c.

To the Secretary of the Board of Trade. (signed) *W. Stirling Lacon.*

P.S.—I enclose a copy of a letter which I have addressed to the Admiralty, in reply to one I have received on the subject of port helm.

Enclosure in No. 4.

My Lord, Union Club, London, 10 April 1867.

In reply to the letter of the Lords Commissioners of the Admiralty of the 5th instant, I beg to observe that the letter alluded to as having been sent to Messrs. McTear & Co., of Belfast, in 1854, is published by Messrs. Potter & Co. (the Admiralty publishers), and signed by A. Milne, and not by the secretary (as stated).

Although "the regulations referred to in that letter are no longer in force," the opinion expressed by their Lordships in that letter applies equally to the existing regulations.

The difficulty of introducing changes (I am aware) is very great, more especially as those (the rules) now existing have been adopted after careful consideration, and in concert with other countries, who enforce the same rules for their military and mercantile marines ; but the question is, "the loss of life at sea," and I trust their Lordships will believe that I am deeply sensible of the responsibility I have incurred in calling their Lordships' attention to it.

Most earnestly would I press upon their Lordships' consideration the following cases of collision, the consequence of the existing law, or that which preceded it :—

The "Erin" and the "Pasha," in the Straits of Malacca.
The "Black Prince" and the "Araxes," off the coast of Spain.
Her Majesty's ship "Amazon" and the "Osprey," off the Lizard.
The "Mary Nixon" and schooner (name unknown), in the Channel.
The "Bruiser" and the "Haswell," off Aldborough.
The "Cobden" and the "East Cornwall," off Orfordness.
The "Bhima" and the "Nada," in the Red Sea.
The "Agra" and the "Elizabeth Jenkins," off the Owers Light.
&c. &c. &c. &c.

I have, &c.

To the Secretary of the Admiralty. (signed) *W. Stirling Lacon.*

— No. 5. —

(M. 3537.)

W. Stirling Lacon, Esq., to Board of Trade.

Sir, Union Club, S.W., 29 April 1867.

The proposed Steering and Sailing Rules which I have had the honour to submit for the consideration of the Board of Trade were principally directed to "Steamer *v.* Steamer;" but a further study of the question as regards *sailing* vessels, in the various cases that have been brought before the Law Courts, has induced me to submit the enclosed amendments. See *ante*, No. 4.

In so large a question I can only respectfully ask the indulgence of the authorities for having intruded myself upon their notice.

There are other minor points which have arisen from a legal construction of the present rules, which I should be glad to bring under the notice of the authorities should it be deemed advisable to carry further an inquiry.

I have, &c.

To the Secretary of the Board of Trade. (signed) *W. Stirling Lacon.*

Enclosure in No. 5.

Great Yarmouth, 12 October 1866.

As a rule, in suggesting any alteration in an existing law, the less change in the established order of things the better, consistent with the improvement sought to be attained. But what has been put before the public in the papers read at the Royal United Service Institution, is the necessity for utterly eradicating from men's minds that a "rule of the road" is identical with "port helm." The blind acting upon this is the cause of many of the collisions that have lately taken place.

The existing custom arose when steamers only navigated rivers and narrow channels, but a definite rule is indispensable now that steamers are meeting at every angle, and from every point of the compass.

Moreover, although for the last twenty years ships and steamers are enjoined to carry certain lights, there is no word of instruction as to how they are to use them, the Admiralty diagrams conveying no definite information.

Men who may be thought good authorities are of opinion that the existing "steering and sailing rules," omitting the words, "or nearly end on," are sufficient; but doubting this, I have applied the principle I have put forward to sailing ships, ships at anchor, &c. &c., as well as to steamers, that the subject may receive a proper criticism.

W. Stirling Lacon.

Proposed Regulations for preventing Collisions at Sea, &c.

(Suggested alterations are in *italics.*)

Preliminary.

Art. 1. In the following rules every steam ship which is under sail and not under steam is to be considered a sailing ship; and every steam ship which is under steam, whether under sail or not, is to be considered a ship under steam.

Rules concerning Lights.

Art. 2. The lights mentioned in the following articles, and no others, shall be carried in all weathers, from sunset to sunrise. Lights.

Art. 3. Sea-going steamers when under weigh shall carry—

At the foremast head, or below the foreyard (where it can be best seen), a bright white light so fixed as to show an uniform and unbroken light over an arc of the horizon of sixteen points of the compass, so fixed as to throw the light eight points on each side of the ship, namely, from right ahead to abeam on either side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least four miles. Lights for steam ships.

On the starboard side, a green light, so constructed as to show an uniform and unbroken light over an arc of the horizon of eight points of the compass, so fixed as to throw the light from right ahead to abeam on the starboard side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles.

On the port side, a red light, so constructed as to show an uniform and unbroken light over an arc of the horizon of eight points of the compass, so fixed as to throw the light from right ahead to abeam on the port side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles.

The said red and green lights shall be fitted with inboard screens projecting at least three feet forward from the light, so as to prevent these lights from being seen from across the bow.

Lights for steam tugs.

Art. 4. Steam ships, when towing other ships, shall carry two bright white masthead lights vertically, in addition to their side lights, so as to distinguish them from other steam ships. Each of these masthead lights shall be of the same construction and character as the masthead lights which other steam ships are required to carry.

Lights for sailing ships.

Art. 5. *Sailing ships under weigh, or being towed, shall carry side lights* only, *namely, a green light on the starboard side, and a red light on the port side (similar to those of steamers, as in* Art. 3).

If a sailing ship is not astern of the towing steamer, but is lashed alongside of her, or has one on either side of her, then she shall carry a bright white light at the foremast head, or below the foreyard (where it can be seen), in addition to the two side lights, and the steamers shall carry none.

Exceptional lights for small sailing vessels.

Art. 6. Whenever, as in the case of small vessels during bad weather, the green and red lights cannot be fixed, these lights shall be kept on deck, on their respective sides of the vessel, ready for instant exhibition; and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side, nor the red light on the starboard side.

To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the colour of the light they respectively contain, and shall be provided with suitable screens.

Lights for ships at anchor.

Art. 7. *Ships, whether steam ships or sailing ships, when at anchor in roadsteads or fairways, shall exhibit, where it can be best seen, but at a height not exceeding twenty feet above the hull, a bright white light* only, *in a globular lantern of eight inches in diameter, and so constructed as to show a clear, uniform, and unbroken light, visible all round the horizon, and at a distance of at least one mile.*

Lights for pilot vessels.

Art. 8. Sailing pilot vessels shall not carry the lights required for other sailing vessels, but shall carry a bright white light at the mast-head, visible all round the horizon, and shall also exhibit a flare-up light every 15 minutes.

Lights for fishing vessels and boats.

Art. 9. Open fishing boats and other open boats shall not be required to carry the side lights required for other vessels; but shall, if they do not carry such lights, carry a lantern having a green slide on the one side and a red slide on the other side; and on the approach of, or to, other vessels, such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side, nor the red light on the starboard side.

Fishing vessels and open boats when at anchor, or attached to their nets and stationary, shall exhibit a bright white light.

Fishing vessels and open boats shall, however, not be prevented from using a flare-up in addition, if considered expedient.

Rules concerning Fog Signals.

Fog signals.

Art. 10. Whenever there is a fog, whether by day or night, the fog signals described below shall be carried and used, and shall be sounded at least every five minutes, viz.:—

(*a.*) Steam ships under weigh shall use a steam whistle placed before the funnel, not less than eight feet from the deck.

(*b.*) Sailing ships under weigh shall use a fog horn.

(*c.*) Steam ships and sailing ships when not under weigh shall use a bell.

Steering and Sailing Rules.

Rule 1.

Two steam ships meeting.

Art. 11. *If two steam vessels are meeting end on, that is, with all the masts in one (at night both showing all three lights to each other), the helms of both shall be put to port, so that each may pass on the port side of the other.*

Rule 2.

If a steam vessel (at night showing a bright white, and red light only to another) has another on her port side, the former shall put her helm to port; and the approaching steam vessel (at night showing a bright white, and red light only to another) shall put her helm to port (until all danger of collision is avoided, so that each may pass on the port side of the other).

If a steam vessel (at night showing a bright white, and green light only to another) has another on her starboard side, the former shall put her helm to starboard, and stop *and reverse*

erse (if necessary); and the approaching steam vessel (at night showing a bright white, l green light only to another) shall put her helm to starboard, and STOP *and reverse (if essary) (until all danger of collision is avoided, so that each may pass on the starboard of the other).*

Rule 3.

Two steam ships crossing.

If a steam vessel (at night showing a bright white, and red light only to another) has ther on her port side, which other (at night showing a bright white, and green light only he other) has the former on her starboard side, the former shall put her helm to port til all danger of collision is avoided, and then keep her course); and the latter shall put helm to starboard, and STOP *and reverse (if necessary) (until all danger of collision is ided, and then keep her course).*

Rule 1.

Two sailing ships meeting.

Art. 12. *If two sailing ships are meeting end on, that is, with all the masts in one (at ht both showing red and green lights to each other), the helms of both shall be put to port, hat each may pass on the port side of the other. Except, one ship is close hauled, and the er ship free, in which case the latter ship shall keep out of the way, and the former shall n her course.*

Rule 2.

Two sailing ships crossing.

When two sailing ships are crossing, then, if they have the wind on different sides, the ship h the wind on the port side (at night showing a green light only to the other) shall keep out the way of the ship with the wind on the starboard side (at night showing a red light only he other); except in the case in which the ship with the wind on the port side is close hauled l the other ship free, in which case the latter ship shall keep out of the way, and the former ll keep her course: but if they have the wind on the same side, or if one of them has the d aft, the ship which is to windward shall keep out of the way of the ship which is to vard.

Sailing ship and ship under steam.

Art. 13. *A steam ship shall keep out of the way of a sailing ship.*

Ships under steam to slacken speed.

Art. 14. Every steam ship, when approaching another ship so as to involve risk of ision, shall slacken her speed, or, if necessary, stop and reverse; and every steam ship ll, when in a fog, go at a moderate speed.

Vessels overtaking other vessels.

Art. 15. Every vessel overtaking any other vessel shall keep out of the way of the l last-mentioned vessel.

Proviso to save special cases.

Art. 16. In obeying and construing these rules, due regard must be had to all dangers navigation; and due regard must also be had to any special circumstances which may st in any particular case, rendering a departure from the above rules necessary in order avoid immediate danger.

No ship, under any circumstances, to neglect proper precautions.

Art. 17. Nothing in these rules shall exonerate any ship, or the owner, or master, or w thereof, from the consequences of any neglect to carry lights or signals, or of any glect to keep a proper look-out, or of the neglect of any precaution which may be uired by the ordinary practice of seamen, or by the special circumstances of the e.

Note.—The range of the lights, and a "fixed relative position" for the side lights, to hereafter determined by practical men.

These RULES may be Condensed as follows:—

(They should be written up on board of every steam ship.)

A steamer having another *end on*, at night *showing* all *three* lights } Port.

A steamer having another on her *port* side, at night *showing* a *red* light } Port.

A steamer having another on her *starboard* side, at night *showing* a *green* light } Starboard and Stop.

— No. 6. —

(M. 2959.)

The Admiralty to Board of Trade.

Sir, Admiralty, 6 April 1867.

* See *ante*, No. 2. In reply to your letter of the *4th ultimo, on the subject of re-considering the regulations for avoiding collisions at sea, in which you state that "the Board of Trade are of opinion that the question is one which it would be very serious under any circumstances to re-open, and that they would therefore suggest, for the consideration of the Lords Commissioners of the Admiralty, whether before appointing a joint Committee, such as is proposed, it may not be desirable that the Admiralty should carefully consider the points to which they think attention should be directed, in order that the general nature of the change, if any, which they would be disposed to think necessary, may be distinctly stated, and may be carefully considered by the Trinity House and by the Board of Trade before any further steps are taken;" I am commanded by my Lords Commissioners of the Admiralty to acquaint you that the points to which they think attention should be directed, are—

1. The simplification of the present rules by the omission of all unnecessary words, which only tend to confuse.

2. The addition of other clauses which may do away with an impression said very generally to exist, that port helm is invariably the rule in the case of two vessels approaching each other, and which their Lordships have reason to believe is so generally acted on as in some cases to cause collision.

Their Lordships' views on the first point are exemplified by erasures in each Article of the Rules at page 8 of the Regulations, herewith enclosed, and on the second by an accompanying memorandum, containing additions to Rule 13, and an explanatory note; and their Lordships will be glad to have the views of the Board of Trade and Trinity Brethren on these points.

I am, &c.

The Secretary, Board of Trade. (signed) *Henry G. Lennox.*

Enclosure 1, in No. 6.

STEERING and SAILING RULES as they now stand. [The Admiralty propose to omit the words printed in *Italics.*]	STEERING and SAILING RULES as altered by Admiralty.
Steering and Sailing Rules.	*Steering and Sailing Rules.*
Two sailing ships meeting. Art. 11. If two sailing ships are meeting end on or nearly end on, *so as to involve risk of collision,* the helms of both shall be put to port, so that each may pass on the port side of the other.	Art. 11. If two sailing ships are meeting end on or nearly end on the helms of both shall be put to port, so that each may pass on the port side of the other.
Two sailing ships crossing. Art. 12. When two sailing ships are crossing, *so as to involve risk of collision, then,* if they have the wind on different sides, the ship with the wind on the port side shall keep out of the way of the ship with the wind on the starboard side; except in the case in which the ship with the wind on the port side is close hauled and the other ship free, in which case the latter ship shall keep out of the way; but if they have the wind on the same side, or if one of them has the wind aft, the ship which is to windward shall keep out of the way of the ship which is to leeward.	Art. 12. When two sailing ships are crossing, if they have the wind on different sides, the ship with the wind on the port side shall keep out of the way of the ship with the wind on the starboard side; except in the case in which the ship with the wind on the port side is close hauled and the other ship free, in which case the latter ship shall keep out of the way; but if they have the wind on the same side, or if one of them has the wind aft, the ship which is to windward shall keep out of the way of the ship which is to leeward.
Art. 13. If	Art. 13. If

Steering and Sailing Rules as they now stand.	Steering and Sailing Rules as altered by Admiralty.	
Art. 13. If two ships under steam are meeting end on, or nearly end on, *so as to involve risk of collision*, the helms of both shall be put to port, so that each may pass on the port side of the other.	Art. 13. If two ships under steam are meeting end on, or nearly end on, the helms of both shall be put to port, so that each may pass on the port side of the other. *Note.*—When the helm is not put to port, or a change made, until there is a "risk of collision," it is very often too late, therefore it is much better to omit those words.	Two ships under steam meeting.
Art. 14. If two ships under steam are crossing, *so as to involve risk of collision*, the ship which has the other on her own starboard side shall keep out of the way of the other.	Art. 14. If two ships under steam are in any way crossing each other's course, the ship which has the other on her own starboard side shall keep out of the way of the other.	Two ships under steam crossing.
Art. 15. *If two ships, one of which is a sailing ship, and the other a steam ship, are proceeding in such directions as to involve risk of collision*, the steam ship shall keep out of the way of the sailing ship.	Art. 15. Steam ships shall keep out of the way of sailing ships.	Sailing ship and ship under steam.
Art. 16. Every steam ship, when approaching another ship *so as to involve risk of collision*, shall slacken her speed, or, if necessary, stop and reverse; and every steam ship shall, when in a fog, go at a moderate speed.	Art. 16. Every steam ship, when approaching another ship, especially at night, shall slacken her speed, or, if necessary, stop and reverse; and every steam ship shall, when in a fog, go at a moderate speed.	Ships under steam to slacken speed.
Art. 17. Every vessel overtaking any other vessel shall keep out of the way of the said last-mentioned vessel.	Art. 17. Every vessel overtaking any other vessel shall keep out of the way of the said last-mentioned vessel.	Vessels overtaking other vessels.
Art. 18. Where, by the above rules, one of two ships is to keep out of the way, the other shall keep her course, subject to the qualifications contained in the following Article.	Art. 18. Where, by the above rules, one of two ships is to keep out of the way, the other shall keep her course, subject to the qualifications contained in the following Article.	Construction of Articles 12, 14, 15, and 17.
Art. 19. In obeying and construing these rules, due regard must be had to all dangers of navigation; and due regard must also be had to any special circumstances which may exist in any particular case rendering a departure from the above rules necessary in order to avoid immediate danger.	Art. 19. In obeying and construing these rules, due regard must be had to all dangers of navigation; and due regard must also be had to any special circumstances which may exist in any particular case rendering a departure from the above rules necessary in order to avoid immediate danger.	Proviso to save special cases.
Art. 20. Nothing in these rules shall exonerate any ship, or the owner, or master, or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.	Art. 20. Nothing in these rules shall exonerate any ship, or the owner, or master, or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.	No ship, under any circumstances, to neglect proper precautions.

Enclosure 2, in No. 6.

Memorandum on Ships passing each other at Sea, to avoid Collisions.

Art. 13.—If two ships under steam are meeting end on, or nearly end on, so that the red and green side lights of each are visible, the helms of both shall be put to port, so that each may pass on the port side of the other. Ships meeting end on, or nearly end on.

If two ships under steam are approaching each other nearly end on, and the red side light of each is only seen, the helms of both shall be put to port.

If two ships under steam are approaching each other nearly end on, and the green side light of each is only seen, the helms of both shall be put to starboard.

Note.—As it is only possible for two ships to know with certainty which way either is standing when both the red and green lights are seen, it is very necessary that Rule 13 should not be interpreted to mean that a red light seen alone always indicates port helm, and a green light always starboard helm; but that this rule is only to be acted on when both vessels see each other nearly ahead, and that in all other cases Article 14 must be considered the rule to act upon.

— No. 7. —

(M. 2959.)

Board of Trade to Admiralty.

Board of Trade, Whitehall,
3 June 1867.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 6th* of last April, on the subject of certain suggested alterations recommended to the Lords Commissioners of the Admiralty in the existing international steering and sailing rules, and enumerating the points to which the Lords Commissioners would desire to draw the attention of this Board.

* See ante, No. 6.

Your letter exemplifies (by means of certain erasures, interlineations, and additions made in a printed copy of the rules, which you have enclosed) the views entertained by the Lords Commissioners, and states that their Lordships would be glad to have the views of the Board of Trade and Trinity Brethren on the subject.

The Board of Trade will be glad, if the Lords Commissioners desire it, to communicate with the Trinity House; but before doing so, they think it right to submit to the Lords Commissioners the following observations, which are the result of much careful consideration of the subject.

The attention and consideration given to the proposals submitted, leads the Board of Trade to doubt whether the alterations proposed would, if adopted, simplify or improve the existing rules.

According to the suggestions made to the Lords Commissioners of the Admiralty, it is proposed, for the simplification of the present rules, that all unnecessary words should be omitted from the regulations. With this view, it has been suggested to strike out the words "so as to involve the risk of collision," in Articles 11, 12, 13, 14, 15, and 16.

Upon this I am to observe that the regulations were framed with a view to preventing collisions, and that where there is no risk of collision there can be no object in directing ships to port, or to slacken speed, or to stop or reverse engines, or to do anything else with regard to each other to avoid collision. It would, this Board fear, be both useless and mischievous to require the observance of particular rules where there is no chance of a collision; for it would probably lead to danger, by obliging vessels passing each other without danger of collision (which under the existing rules would keep their course and go clear of each other) to port, or otherwise to alter their course unnecessarily, and get into each other's way, and to come into collision.

For Article 15 it is proposed to substitute the words, "steam-ships shall keep out of the way of sailing ships."

Upon this it is to be observed that this proposal either means only what is now the rule, viz., that a steam ship approaching a sailing ship, so as to involve risk of collision, shall get out of the way, or it means something more. If it means the former, there appears to be no necessity for alteration. If it means more, it would probably operate unjustly. It might mean, for instance, that the sailing ship, however badly handled, or however wrong in seamanship, would, in cases of collision always be in the right at law, and the steam ship, however right her position, however proper her course in a channel, would be wrong at law, and would have to get out of the way of any sailing ship which might place herself in an improper position.

With regard to the note appended to the suggestions made to the Lords Commissioners of the Admiralty, viz., "when the helm is not put to port, or a change made, until there is a risk of collision, it is very often too late, therefore it is much better to omit these words," (risk of collision); the Board of Trade would point out that the very fact of ships coming into collision proves that the risk of collision existed prior to the supposed risk of collision, and that the rules did apply, and ought to have been followed in such a case. It does not appear to this Board that the reason given shows that steamers ought to be required to port or make a change when there is no risk of collision, but rather that they ought to port or make a change soon enough when there is risk; in other words, that they get into collision by not porting or making a change soon enough. They get into collision by not obeying the rule, and not because the rules are wrong.

With

With reference to the proposal that the words, "in any way crossing each other's course" should be added to Article 14 in lieu of the words, "crossing so as to involve risk of collision," I am again to point out that there seems to be no sufficient reason for requiring a steamer to take any particular step when in any way crossing another steamer's path, if there is no risk of collision. In the daytime a steam ship going at full speed might with perfect safety cross the path of a slow steamer; say a tug, with or without a heavy ship in tow, or of a steamer a long distance off; and in many other cases when steamers are crossing so as not to involve risk of collision. The existing regulation renders it compulsory on the steamer having the other on her own starboard side to keep out of the way, therefore a steamer at night seeing a red light on her own starboard side, is to keep out of the way of the steamer (crossing) carrying that light. The alteration suggested would not effect more in cases where there is risk of collision, whilst it would interfere unnecessarily where there is no risk.

With regard to the proposal to substitute the words, "every steam ship when approaching another ship, *especially at night*, shall slacken speed," for the words in Article 16, "every steam ship when approaching another ship so as to involve risk of collision shall slacken speed"; it appears to this Board that the words, "especially at night," are not only superfluous, but would prove to be mischievous; for they imply that in the daytime the rule need not be specially observed; nor is it obvious why steamers approaching each other should be required to slacken speed, if the masters of both are satisfied that there is no risk of collision. Such a rule would be unnecessary, and specially vexatious in the daytime.

I proceed to make some observations on the three proposed additional rules. The first additional rule proposed is as follows: "If two ships under steam are meeting end on, or nearly end on (so that the red and green side lights of *each* are visible), the helms of both shall be put to port."

The words in brackets appear to be superfluous, and the principle appears to be, to say the least, questionable. It would be difficult in a court of law to investigate a collision case in which the accident arose out of a misapprehension of what one ship (A) supposed that another ship (B) did see, or ought to have seen of the lights of herself (A). A man is less liable to make mistakes when acting on what he sees, as under the present rule, than he would be if acting on what he thinks somebody in another ship sees of him. But without reference to the words in brackets, it would seem that the existing rule of end on, or nearly end on, meets the case. If the three lights of a steamer are observed, the person observing them must know that the vessel is apparently end on, or nearly end on, and must act accordingly; and he must also know that unless he does see all three lights, the steamer seen and the steamer seeing them, cannot be meeting each other "end on, or nearly end on." Beyond this the Board of Trade do not see that any rule is necessary, as regards end on, or nearly end on.

By the second addition it is proposed that "if two ships under steam are approaching each other nearly end on, *and the red side light of each is only seen*, the helms of both shall be put to port."

On this it is to be remarked, first, that it is impossible for two steamers to be approaching each other nearly end on, if each is showing to the other a red light; and secondly, that it is also impossible if ordinary care is taken, and if each keeps her course for vessels showing *each other* a red light to come into collision.

The existing rule of the road does not apply to such a case, as there is no danger of collision with a red light to a red light; it only applies where there is danger of collision.

With regard to the third proposed additional rule, that "if two ships under steam are approaching each other nearly end on, and the green side light of each is only seen, the helms of both shall be put to starboard," the same observations apply. If a steamer sees another steamer's green light ahead, or anywhere on her own starboard side, the two steamers must be passing each other without risk of collision; and the existing rule, as pointed out in the case of a red light to a red light, does not therefore apply.

To make a rule requiring a steamer seeing a red light on her port side to port, or seeing a green light on her starboard side to starboard, would be altogether beyond the scope and intention of the present rules, which are only intended to meet cases where there is risk of collision.

It seems scarcely necessary to state that the Board of Trade, whilst thus doubting

ing the expediency of entertaining the alterations now suggested as a basis on which to propose any special amendment of the international and universal steering and sailing rules, entertain on general grounds very strong objections to re-opening the discussion of a set of rules which have so recently received the approval of the Lords Commissioners of the Admiralty, of the Government of this country, and of France, and of the Government of every maritime State of importance.

I have, &c.

The Secretary, Admiralty. (signed) *T. H. Farrer.*

— No. 8. —

(M. 4177.)

W. Stirling Lacon, Esq., to Board of Trade.

Sir, Union Club, S.W., 22 May 1867.

* See ante, No. 4. In a letter dated the 11th* of April I stated, that in the proposed steering and sailing rules, which I had the honour to submit to the Board of Trade, I left nothing to what a *man sees*, but to what *he does* or *shall do* under a new law.

In drawing the marked distinction between *showing* and *seeing*, I desire to call your attention to a work on "Colour Blindness," by George Wilson, M.D., which, as it was published in 1855, I have no doubt has repeatedly been under your notice.

In that work it is stated, that of the male population, 1 in 17·7 are colour blind, and 1 in 55 cannot distinguish red from green.

Equally important are the facts that lights are often improperly placed, frequently improperly trimmed, and sometimes not carried at all.

I am told that pale green shows red in a fog, but I have no means of testing it by experiment.

I have, &c.

The Assistant Secretary, Marine Department, Board of Trade. (signed) *W. Stirling Lacon,*

— No. 9. —

(M. 4753.)

Admiralty to Board of Trade.

Sir, Admiralty, 14 June 1867.

† See ante, No. 7. Having laid before my Lords Commissioners of the Admiralty your letter of the 3rd† instant, M. 2959, on the subject of international steering and sailing rules, I am commanded by their Lordships to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that my Lords were, and are still, prepared to appoint an officer to aid in the consideration of this subject; but that as the Lords of the Committee of Privy Council have expressed such strong objections to re-open the case, my Lords do not intend to take any further steps in the matter.

I am, &c.

The Secretary, Board of Trade. (signed) *Henry G. Lennox.*

— No. 10. —

(M. 5655.)

Admiralty to Board of Trade.

Sir, Admiralty, 25 July 1867.

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you herewith, to be laid before the Lords of the Committee of Privy Council for Trade, the enclosed copy of a letter, and its enclosure from Captain Skinner, of Belfast, submitting a proposed revise of the steering and sailing directions for all ships.

I am, &c.
(signed) *Henry G. Lennox.*

The Secretary of the Board of Trade.

Enclosure in No. 10.

Sir, Belfast, 23 July 1867.

HAVING had my attention called now some months back to the unsatisfactory opinions expressed by many parties regarding the present "Steering and Sailing Rules," and which so very few of the candidates that come before me as examiner under the mercantile marine at this port seem thoroughly to understand, I have taken upon myself to revise the present rules, by dispensing with every word it is possible to do without, yet retaining (at least *I* think so) all that is comprehended in those rules, in the most simple nautical language.

The words "so as to involve risk of collision," I entirely dispense with, as men will interpret them so very differently—in fact, according to the state of their nerves.

I have to request you will lay the rules before the Lords Commissioners of the Admiralty for their consideration, and have the honour, &c.

(signed) *A. M. Skinner,*
Captain Reserved List.

The Secretary of the Admiralty.

Old Art.	STEERING AND SAILING RULES.	
11. 13.	Art. 11. When two vessels, *either sailing or steaming*, are meeting end on, the helms of both shall be put to port.	Ships meeting end on.
12.	Art. 12. When two sailing vessels are crossing, the vessel with the wind on the port side shall give way; and vessels to windward or going free, shall always keep clear of those to leeward or on a wind.	Sailing ships crossing.
14.	Art. 13. When two vessels under steam are crossing, the vessel which has the other on her starboard side shall give way.	Ships under steam crossing.
15.	Art. 14. Vessels under steam shall always give way to sailing vessels.	Sailing ships and vessels under steam.
16.	Art. 15. Every steam vessel, when approaching another vessel, shall slacken speed, stop and reverse, as may be necessary, and in a fog or thick weather go at a moderate speed.	Ships under steam approaching other vessels.
17.	Art. 16. Every vessel overtaking another shall give her a wide berth in passing.	Ships overtaking others.
18, 19, 20.	Art. 17. Nothing in these rules shall exonerate any vessel, master or crew thereof, from the consequences of neglecting to carry lights or signals, or of any neglect in keeping a proper look-out, or neglect of any precaution required by the ordinary practice of seamen, or by the *special circumstances of the case.*	No vessels under any circumstances to neglect proper precautions.

— No. 11. —

(M. 6884.)

W. Stirling Lacon, Esq., to the Board of Trade.

Imperial Hotel, Malvern,
Sir, 19 September 1867.

I TRUST it will not be considered presumptuous on my part if, in the face of the conflicting evidence in the case of the "Wentworth" and the "Metis," and the contradictory opinions expressed as to the state of the law, I again draw the attention of the Board of Trade to the proposed rule which I have laid before them, that a steamer having another on her port side, should port; on her starboard side, should starboard and stop, and reverse (if necessary).

By such a rule, which would apply to both *river* and *sea*, if the "Wentworth" had the other on her starboard side, she would be bound to starboard, and stop (if necessary); and if she had the "Metis" on her port side, then she should port; and the "Metis," having the "Wentworth" on her starboard side, would be bound to starboard and stop, and reverse (if necessary), until the other had passed.

The captain of the "Wentworth," in his evidence, said that a turn of the starboard wheel of the "Wentworth" would have saved the collision; and the pilot of the "Wentworth" stated the reason he did not starboard his helm, when he saw the "Metis" starboard, was that he considered the "Wentworth" would have been to blame in the event of a collision.

In the recommendation of the jury as to river rules and regulations, it should be borne in mind that it is impossible to lay down where the river ends and the sea begins, and *vice versâ*; and that, like Rules 13 and 14 of the existing Regulations, by one vessel acting upon the one rule and the other upon the other rule, the law might be the cause of a collision, as in the case of the "Amazon" and the "Osprey," the "Nada" and the "Bhima," the "Erin" and the "Pasha," &c. &c.

I have, &c.
(signed) *Wm. Stirling Lacon.*

The Secretary of the Board of Trade.

— No. 12. —

(M. 6884.)

Board of Trade to *W. Stirling Lacon*, Esq.

Board of Trade, Whitehall,
Sir, 25 September 1867.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the *19th instant, calling attention to the recent collision in the Thames between the steamships "Wentworth" and "Metis," and referring to certain suggestions which you have made for altering the existing international steering and sailing rules.

*See ante, No. 11.

In reply, I am to thank you for your communication, and to inform you that the subject of steering and sailing rules for vessels navigating the River Thames is under the consideration of the Thames Conservancy Board, who have power to deal with the question.

As regards your proposal to alter the Regulations for preventing collisions at sea, I am to state that the existing Regulations were settled after the most careful consideration, and by the help of the best professional assistance and advice to be obtained both in this country and in France; that they have since been approved and adopted by the Governments of every maritime State of importance, and that the Board of Trade, as at present advised, can entertain no proposals for altering them.

So

So far as the Board of Trade are aware, there is nothing in the existing Regulations to prevent the master of a steamer from acting as you propose, viz., porting when he sees another steamer on his own port side, and when, in order to prevent a collision, it is necessary to port; nor is there anything to prevent him from starboarding if he sees another steamer on his own starboard side, and if, in order to prevent a collision, it is necessary to starboard.

Your proposal that a steamer having another steamer on her starboard side shall stop and reverse if necessary, is already met in the Regulations which provide (Art. 16) that "every steamship, when approaching another steamship so as to involve risk of collision, shall slacken her speed, or if necessary stop and reverse."

I have, &c.
(signed) *Thomas Gray.*

W. Stirling Lacon, Esq.,
Union Club.

— No. 13. —

(M. 7032.)

H. Milvain, Esq., to Board of Trade.

North Elswick Hall, near Newcastle, Tyne,
26 September 1867.

Sir,

I BEG to thank you for the copy of "Regulations for Preventing Collisions at Sea," with your "A few Remarks respecting the Rule of the Road," &c. These remarks I have read with very great satisfaction; and, as a large shipowner and an extensive underwriter, I have to thank you earnestly for the excellent common-sense way in which you have treated this all-important subject.

I venture to suggest to you that every master and every mate of every sea-going ship should, at the very earliest possible period, be furnished with a copy of this excellent document; and, further, that for all time to come the subject should be made one on which all candidates, whether masters or mates, who apply for certificates, should be examined.

Let your excellent little work be put into the hands of all men at present in command, and let our examiners in seamanship be instructed to make the Rule of the Road one of the subjects of examination, and, if that be done, I feel very confident that the fearful consequences of collisions at sea will be greatly reduced. I am as sure of that as I am of my present existence.

The document is marked "For private circulation only," and that being so, I have not ventured to lay it before our local Marine Board, but if you give me your authority to consult our Marine Board here on the subject, I shall be most happy to do so. But I know the Board will be unanimous in recommending you to publish the remarks, and also in recommending that the examiners should be instructed to make the Rules of the Road a subject of strict examination. In this way your excellent common-sense remarks would become known and understood, and to a certainty that knowledge would be of great advantage, and to a certainty reduce the number of collisions at sea, nine-tenths of which take place by the ignorance of those who ought to be thoroughly informed.

I am, &c.
(signed) *Henry Milvain.*

The Assistant Secretary,
Marine Department, Board of Trade,
London.

— No. 14. —

(M. 7032.)

Board of Trade to Trinity House.

Board of Trade, Whitehall,
11 October 1867.

Sir,

The Elder Brethren are aware that there has been lately considerable discussion concerning the Rules of the Road at Sea, and that proposals have been made for altering them. It has appeared to the Board of Trade that such proposals ought not to be entertained; first, because the existing Rules have been recently settled after careful deliberation, and have been adopted by all nations; and, secondly, because it has not been shown that these Rules can be improved by any of the proposals recently made. But it has also appeared to the Board of Trade that considerable misapprehension exists concerning the meaning of some of these Rules, and especially concerning the extent to which the Rule of Port Helm ought to be carried.

With the view of removing these misapprehensions the enclosed observations have been prepared; and before taking steps to circulate them the Board of Trade will be glad to have the opinion of the Elder Brethren upon them, with any suggestions or criticisms the Elder Brethren may think fit to offer.

Should the Elder Brethren concur in thinking them useful, the Board of Trade propose to forward them, before publishing them, for the consideration of the Lords Commissioners of the Admiralty, as well as to the judicial authorities with whom the authoritative interpretation of the Rules in question rests.

I am, &c.

Secretary, Trinity House. (signed) *T. H. Farrer.*

Enclosure in No. 14.

A Pamphlet by Mr. *Thomas Gray*, intituled "Regulations for preventing Collisions at Sea, being a few Remarks respecting the Rule of the Road for Steamers, 1867."

To the Reader.

Before you turn over this leaf it is necessary that you should impress on your mind this fact—

That in one case only is any reference made in the Regulations to the use of the port helm by steamers, and one only by sailing ships, viz., in Articles 11 and 13, which direct that when two ships, steam or sailing, are *meeting* end on, or nearly end on, each is to port.

It may be often proper and necessary to port in cases not mentioned in Articles 11 and 13 of the Regulations. But recollect, that if you get into collision by porting, in cases in which the Regulations do not expressly direct the use of the port helm, the collision is not the result of any injunction to port to be found in the Regulations.

The reckless use of port helm leads to collision.

A few Remarks respecting the Rule of the Road for Steamers.

1. The object of the following remarks is to show that the present rule is simple, sufficient, and intelligible.

The rule is—

a. If two ships under steam are *meeting* end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other. (Article 13.)

b. If two ships under steam are *crossing* so as to involve risk of collision, the ship which has the other on her own starboard side shall keep out of the way of the other. (Article 14.)

2. The rule contained in these two articles is the universal and international rule of the road for steamers. It has been fully discussed, considered, and approved by competent

petent naval men and competent lawyers belonging to the countries and states named below; viz.—

Austria.	Hanover.	Prussia.
Argentine Republic.	Hawaiian Islands.	Roman States.
Belgium.	Hayti.	Russia.
Brazil.	Italy.	Schleswig.
Bremen.	Lubeck.	Spain.
Chile.	Mecklenburg Schwerin.	Sweden.
Denmark Proper.	Morocco.	Turkey.
Equator (Republic of the).	Netherlands.	United States (for sea-going ships).
France.	Norway.	
Great Britain.	Oldenburg.	United States (for inland waters).
Greece.	Peru.	
Hamburg.	Portugal.	Uruguay.

Application of the Rule.

3. It must be remarked that the rule only applies—

a. To ships meeting;

b. To ships crossing;

And further that it then applies—

c. Only when there is risk of collision.

4. There are only two positions of danger:—

a. Ships meeting (end on, or nearly end on); and,

b. Ships crossing.

5. The rule does not apply when there is no risk of collision.

6. Every one is unanimous in agreeing that no two ships can come into collision so long as they show each other the same coloured light, green to green, or red to red.

7. The rule cannot therefore apply—

a. When a green light is seen anywhere on the starboard side;

b. When a red light is seen anywhere on the port side;

c. Nor can it apply when a red or a green light is seen ahead.

8. There is not the remotest chance of collision in either of the cases above put. It would therefore be idle to make rules to define what the ships so situated are to do to prevent collision; and yet the Government have been asked to make such rules.

9. We may ask—

a. Should any rules be made to tell ships what they are to do to keep apart when there is no risk of collision?

The answer is "No"; and the reason is, that there is no use in making unnecessary rules.

b. Should general rules have been made to tell meeting or crossing ships what to do when there is risk of collision?

10. The answer is, "Yes"; and the reason is, that ships meeting or crossing on the highway of nations, as well as people and vehicles meeting and crossing on the highways of the country, should know on which side they are to be ordinarily expected to pass each other for mutual convenience and safety.

11. Assuming, then—

a. That it is idle to make rules for ships that cannot possibly come into collision if they both keep on their course.

b. That rules for ships that are meeting or crossing so as to involve risk of collision should be made and should be simple.

12. Are not the existing rules (13 and 14) sufficient?

The answer is, "Yes." The reasons are:

a. That the rules apply only to cases involving risk of collision.

b. That if attended to, they apply as effectually to those cases as any rules can; and,

c. That they are as simple as they can be.

13. Of course the reader will at once agree that if any rules had to be made for passing ships they should be as follows; viz.:—

a. Port, if necessary, to a red light ahead, or nearly ahead, or anywhere on your port side.

b. Starboard, if necessary, to a green light ahead, or nearly ahead, or anywhere on your starboard side.

14. But then it has not been thought necessary to put these rules into a legislative enactment, because passing ships do not cross the path of each other, and therefore while they are passing ships they cannot come into collision.

15. And besides, it must be patent to the merest tyro that if A in Diagram 2 were to port with B. 1, 2, or 3, going in the direction indicated by the arrow marked (X), she must inevitably run to collision and probably to destruction.

16. The following words should be impressed on the mind of every sailor, viz.:—

So long as you keep a green light opposed to a green light, or a red light opposed to a red light, no collision can happen between passing ships.

Steam Ships Meeting.

17. The existing rule (Article 13) provides that if two steam ships are *meeting* end on, or nearly end on, *so as to involve risk of collision*, the helms of both shall be put to port so that each may pass on the port side of the other. See Diagram 1.

18. There would be only one other way to provide for the difficulty, and to prevent collision between ships meeting; and that would be to provide that each shall pass on the starboard side of the other. This would certainly be different from the present rule, but it would be neither more simple nor more effectual. Where is then the objection to the existing rule?

19. There is none. As regards ships meeting "end on" no alteration is required.

20. But those who want alteration say that the words "nearly end on" should be omitted from this rule.

Why?

21. If two ships are meeting (each approaching the other) "end on," that is to say, if *both* are running towards each other from opposite ends of one straight line, they must meet each other full in the face like two railway trains meeting on one line of rails. But, to prevent this, each is to port. If they are *both* meeting *nearly* end on, *i. e.*, nearly on the same straight line, but just off it, why should they not port also?

22. But because two steam ships *meeting* each other are both required by the rule to port, it does not follow that a steam ship is to port whenever she sees any light ahead or nearly ahead, *i. e.*, nearly "end on" with her own keel.

23. The rule applies only when *two ships* are meeting each other; and not when a *light* is end on with a *ship*.

24. Some decisions in the Admiralty Court have led to the conclusion that a light is to be considered as being ahead or nearly ahead (*a*), if it is seen ahead; or (*b*) if it is seen anywhere from one to two points on either bow; and there is an impression amongst seafaring men, that if a light is seen nearly ahead, the ship showing that light is to be treated as meeting the ship seeing it end on, or nearly end on.

But this impression cannot be in accordance with the real state of the case.

25. Take as an instance the vessel A, Diagram 2, seeing the green light B 1, B 2, or B 3, ahead or nearly ahead. It will be seen on reference to the diagram that the steamer showing either of these green lights cannot be meeting A at all; and that, therefore, the ships A and B cannot be meeting end on, or nearly end on. B 1, 2, 3, may be going in any of the directions indicated by the arrows, and in any of those directions she must be diverging from the path of A.

26. Now, if the helm of A is ported, instead of avoiding a collision she will court it by running directly across the path of B 1, 2, or 3, as denoted by the direction of some of the arrows. If the helm of A is ported, the ships immediately become crossing ships, and the position of security which is maintained as long as A and B keep their courses, and show to each other their green lights only, is immediately converted into the position of the greatest danger. This is not the intention of the framers of the rules, whatever may be the deductions from some of the legal decisions.

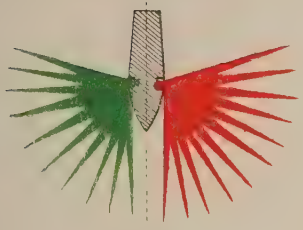
27. Seamen are to be found who port at every light seen ahead, or nearly ahead; but if they port when they should not, *e. g.*, with a green light, say two points on their starboard bow, and say they do it because the *light* is nearly ahead or nearly end on with them, that is no fault of the rule, and has no reference to the rule, for the rule does not apply in a case where there is no risk of collision; and there is no risk of collision, as has already been admitted, if a green light is seen ahead or anywhere on the starboard side.

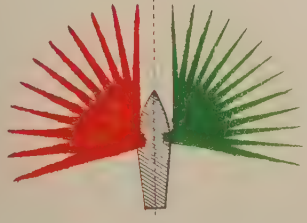
28. The light, it is true, as will be seen on reference to Diagram 2, may be end on, or nearly end on, to A; but the ship A and the ship carrying the light B 1, 2, or 3, cannot be nearly end on with *each other*, and cannot be meeting. This is the whole point. People who port in such a case overlook the fact pointed out above, that by the rule of the road it is not a *light* end on, or nearly end on, that justifies them in porting; and they also forget that not only the *ship* carrying the light must be end on, but that the ship carrying it, as well as the ship seeing it (that is to say *both* ships), must be *meeting* each other end on, or nearly end on.

29. It would be admitted on all hands that the officer in command of C (Diagram 3) who would put his helm a-starboard if he saw a steamer's red light D on his port bow (1, 2, 3), or nearly ahead on the port side, would be doing wrong. There can be no doubt of it. But the rule of the road would not be in fault.

30. If,

DIAGRAM 1.





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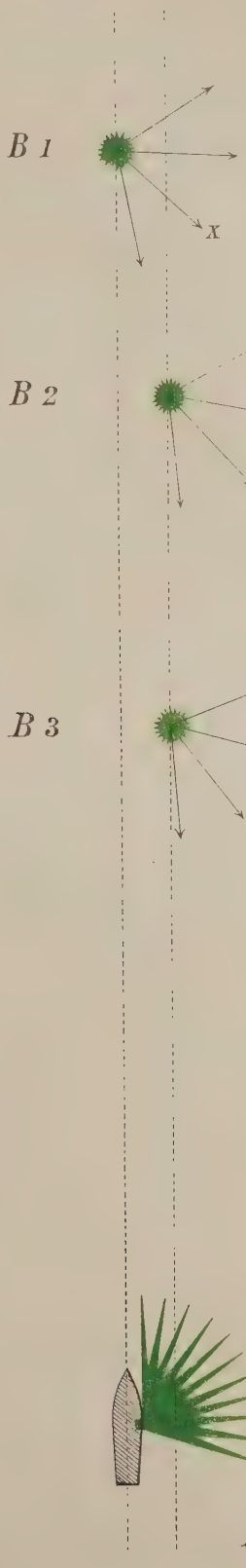

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DIAGRAM 3.

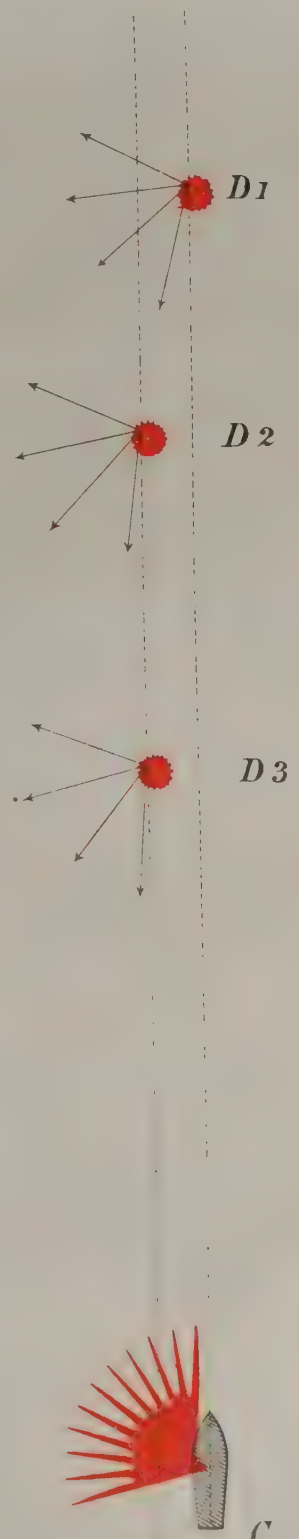


DIAGRAM 4.

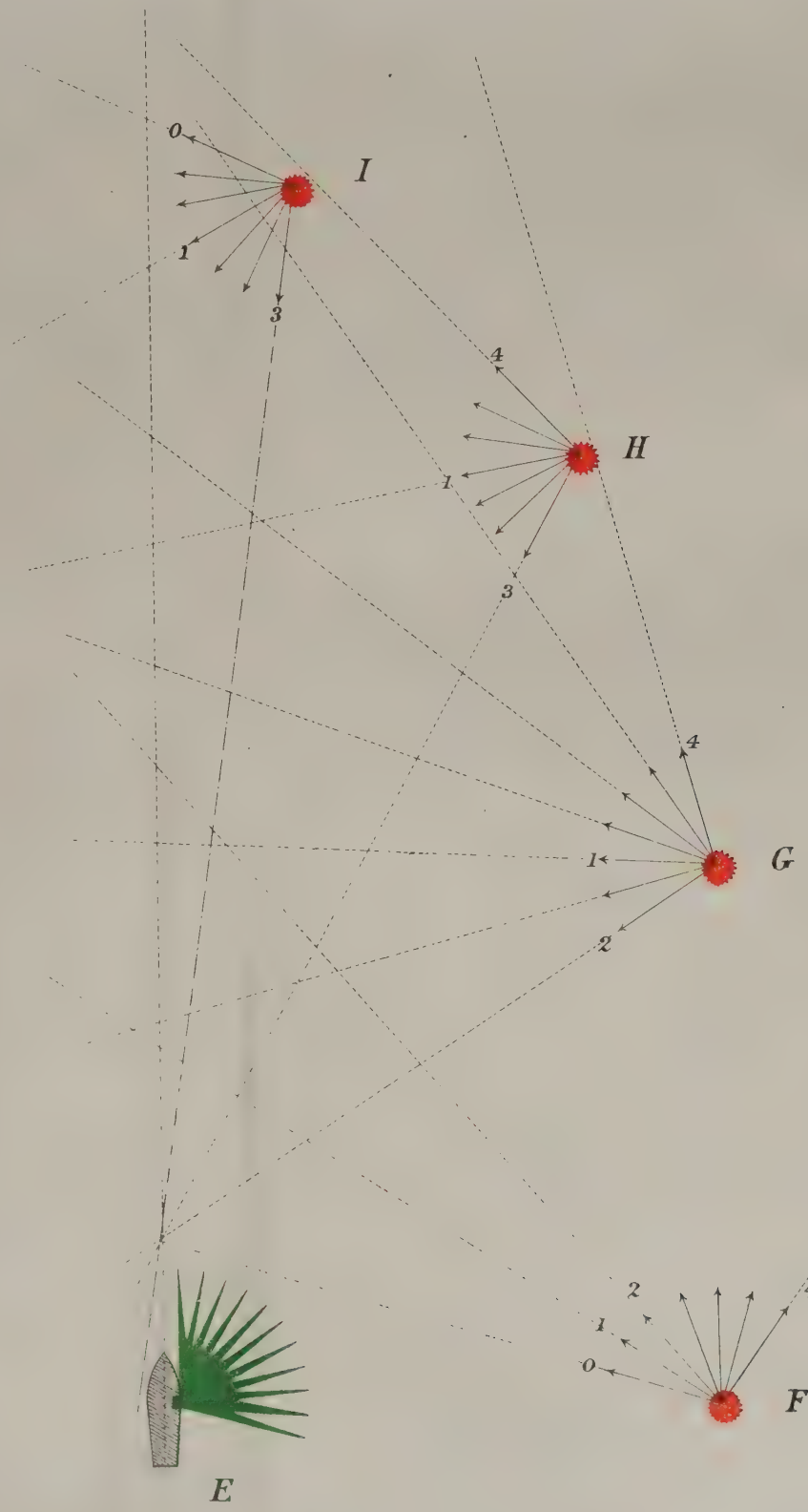
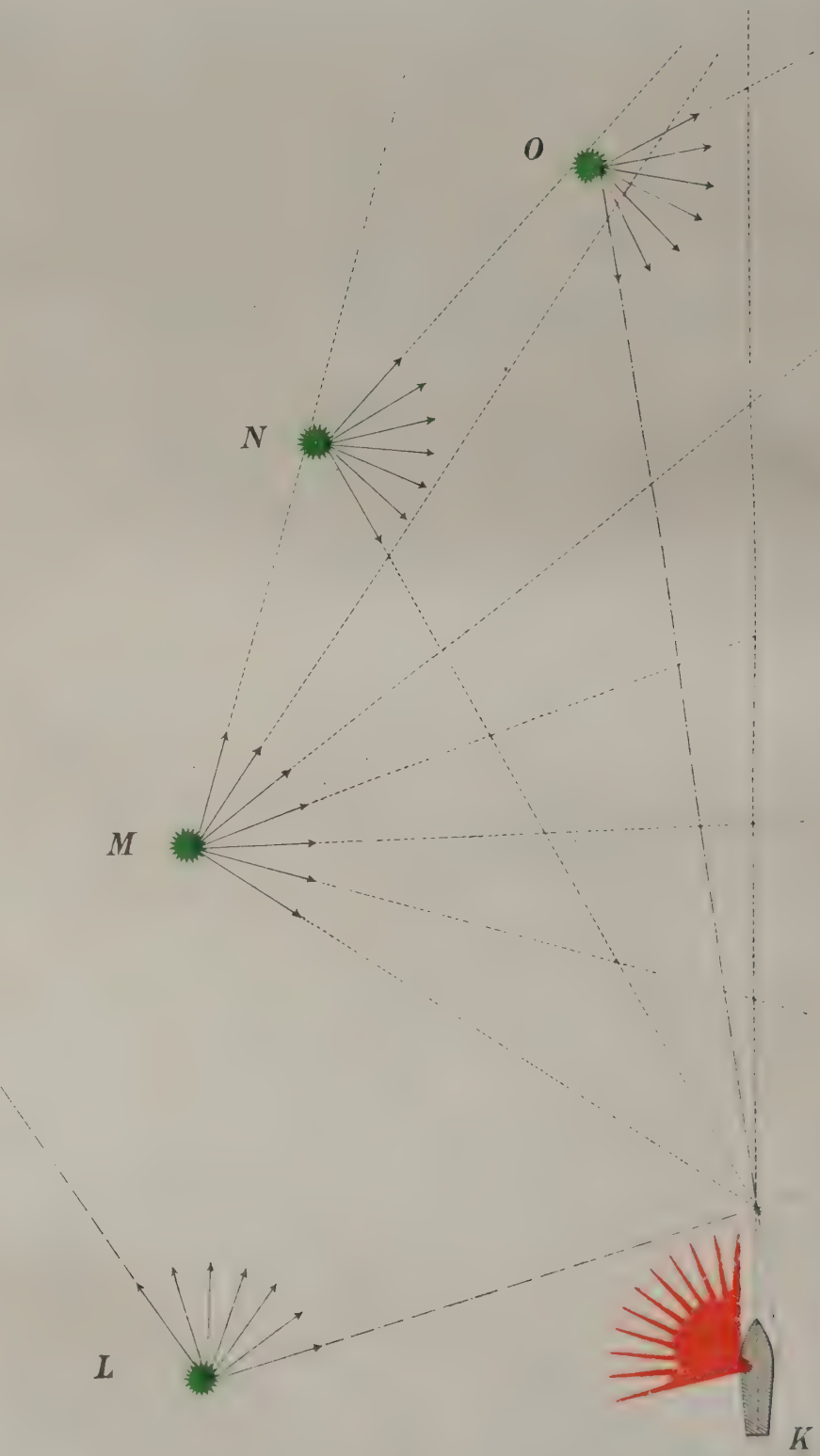


DIAGRAM 5.



30. If, then, it is wrong for the officer in command of a ship to starboard when he sees a red light in such a position on his port side, is it, as a rule, not equally wrong to port if he see a green light in such a position on his starboard side?

31. There can be no doubt that it is equally wrong. It would be a grave error to do so, but it would not have the remotest connection with the rule of the road; for the rule does not apply to such a case. The officer in command of the ship, and not the rule, must be blamed in such a case if a collision happens.

Steam Ships Crossing.

32. In the following observations about crossing ships, it is assumed, for the sake of argument, that the speed of each ship is equal or nearly equal.

33. Steam ships *crossing* so as to involve risk of collision always show to each other a different-coloured light; green to red, and red to green. Unless, therefore, a steamer sees another steamer's green light on her own port side, or another steamer's red light on her own starboard side, there is no danger so far as steamers crossing are concerned.

34. If a steamer E (Diagram 4) see another steamer's red light, F, G, H, or I, anywhere on her own starboard side, the steamer E must know that she may be crossing the path of the steamer carrying the light F, G, H, or I; and if a steamer K (Diagram 5) see a steamer's green light, L, M, N, or O, anywhere on her own port side, the steamer K must know that she may be crossing the path of the steamer carrying the light, L, M, N, or O.

35. The light F, G, H, or I, may be on a steam vessel going in any of the directions indicated by the arrows, or in any intermediate direction. If E and F, or E and G, or E and H, or E and I, are both making to one point (crossing), something must be done by the vessel seeing the red light, or by the vessel seeing the green light, or by both, to prevent collision. One of them must give way. The law meets the case by requiring that "the ship which has the other on her own starboard side shall keep out of the way of the other."

36. The rule is then:—

a. If E (Diagram 4) see a red light anywhere on her own starboard side, say at F, G, H, or I, she (E) will know that she and the ship carrying the red light, F, G, H, or I, may be crossing. She (E) must keep out of the way of the ship that carries that red light, and let her pass, because, in the words of the rule, the red light is on E's "own starboard side."

b. If K (Diagram 5) see a green light on her own port side, L, M, N, or O, the ship carrying that green light, may be crossing K's path; and L, M, N, or O, having K on her own starboard side, must get out of K's way.

37. E and K must also, of course, take any necessary precautions as well, and not come in collision with the other vessel if they can help it.

38. But some persons have suggested that the law should be altered and made to say *how* in every conceivable case one crossing vessel shall get out of the way of the other; and those persons find fault because this information is not provided in the existing rules.

39. It has been further suggested that the ship (E, Diagram 4) that is to get out of the way of the other should always be required to starboard, or always be required to port. The answer to this is, that she can starboard under the existing rules, if it is proper to do so, and if starboarding will take her out of the way of the other vessel; but that in some cases she will get in the way, and be wrong if she does not port. If E, who is to keep out of the way of I, were to starboard when I is going in the direction indicated by the arrow I 1, then she, E, would cross the course of I. In the same way, if E were to starboard with the other ships going in the direction of H 1 or G 1, &c., she would probably run them down.

40. On the other hand, E would probably come into collision if she were to port, if the vessel carrying the red light were going in the direction of G 2 or F 2 or F 1.

41. The way for E to avoid collision with I 3 is for E to go on straight, or to port. To avoid collision with H 3, it is sufficient for E to go on ahead straight; and with G 2, certainly *not* to port.

To avoid collision with F 1, E must stop, starboard, and reverse if necessary.

42. The elements of uncertainty are,—

a. That the lights, F, G, H, and I, present the same appearance to E whether the head of vessel is in the direction indicated by the arrows 0 or 1 or 2 or 3 or 4; and therefore,—

b. That E can never know, although she may estimate, the direction of the head of F, G, H, or I.

c. That E can never know the distance of F, G, H, or I. If the lights are unusually dim they will appear to be further off than they really are. If they are unusually bright, or the atmosphere is clear, they will appear to be nearer than they really are.

d. E can never know, although she may estimate, the speed of F, G, H, or I.

43. In short, the elements of direction, distance, and speed, all unknown, and therefore uncertain to E, must be allowed for by E in determining the course she is to take.

44. It is clear that the action in each case must depend upon the necessities of the case, and that the Legislature cannot make a rule to say that E shall always go one way or always do one thing. It must be left to the officer in command to do the best under the circumstances of each case; to recollect that his green light opposed to the red light of another vessel is the one position of danger; and above all, to observe due caution.

White Masthead Light.

45. The masthead or "white light" is not mentioned in the aforegoing remarks. It is, of course, implied throughout that the white light is visible as well as the coloured lights.

46. It must be borne in mind that the Regulations require this bright white light to be carried at the masthead of all steam ships under weigh, as well as by vessels at anchor.

It must also be borne in mind that the Regulations require the white mast-head steamer's light to be of such size and description as to be seen for *five* miles in a clear atmosphere, and that the coloured side lights are required to show for *two* miles only.

It follows therefore that the white light being carried at the mast-head is visible above the horizon sooner than the coloured lights which are carried on the sides of the ship, far below the white light, and that consequently a white light seen alone, may probably not be the white light of a vessel at anchor, but the mast-head white light of a steamer in motion, hull down.

It is the duty of the seaman to assume that any light he sees is in the position, or is of the character, likely to be most dangerous to him. It is therefore his duty on first seeing a white light alone, not to assume that it is the light of a vessel at anchor, but to act as if it were the mast-head light of a steamer in motion, and to keep a good look out.

General Rule for Steam Ships Meeting, and particular Rule for Steam Ships Crossing.

47. The *general* rule of the road for steamers is precisely the same as the general rule of the pavement for foot passengers in London, and in all our large towns; viz., that in all ordinary cases two steam ships, like two pedestrians, meeting face to face, or "end on, or nearly end on," so as to involve risk of collision, shall port, that is to say, shall keep to the right, so that each may pass on the port (left) side of the other. Nothing can be more simple than this; but the man who will persist in crossing right over the pavement if, when proceeding along the left-hand side, he see another man coming along to his own right on the other side, cannot justify his proceeding by the rule. He will obviously get in the way of the other.

48. The *particular* rule of the road for steamers is, that if they are crossing, then the steamer E that has another steamer F, G, H, or I, on her own right hand side shall get out of the way of F, G, H, or I. E is to get out of the way of F, G, H, or I. This, one would think, is plain. It would not do to say E is always to go one way; for E would often actually get into the way of F, G, H, and I, by going always to the left, or always to the right. The Diagram 4 shows, as has already been explained, that E can sometimes only get out of the way by going to the right, sometimes only by going to the left, sometimes by going straight on, and sometimes only by stopping and reversing.

49. This, as has already been shown, the present rule provides for, by saying that E shall get out of the way of F, G, H, and I, leaving it to E to do it in the easiest and best way she can, under the special circumstances of each case. What more is possible where a positive rule, although it might possibly prevent collisions between vessels crossing in certain positions, would inevitably cause collisions in other positions?

Conclusion.

50. The very great majority of collisions happen through bad look-out, and neglect to show lights. No rule of the road can meet these cases.

51. Many collisions are caused through the fixed belief of some sailors that it is right, under the present rule of the road, to port under all circumstances. This is, as has been shown above, an entire misapprehension of the rule. The rule is not to blame for these collisions.

52. Many collisions are caused through: Neglect misapplication, and utter ignorance of the rule of the road.

No rules, however perfect, can meet these cases.

53. The rules are good; but some seamen have failed to make themselves acquainted with them, or have not acted on them when they ought, or as they ought. The Legislature cannot make careless people careful, nervous people strong, ignorant people wise, dull people bright, or sleepy people wakeful. Let them enact rules for ever, collisions will contiuue to happen through ignorance, bad look-out, and carelessness, just in the same way that ships will continue to be wrecked and stranded from the same causes and from neglect of the lead, and other omissions.

54. The Legislature have done their part. They have made plain, simple, effective rules. The seaman must now do his part in carrying these rules into practice, in the manner and in the spirit intended by the framers; and the advocate and jurist must do their part by investigating and understanding them. It is wise to leave the rules as they are, and to explain the meaning of the framers of the rules by suitable and proper diagrams, if necessary; rather than, on the one hand, to add to them, and make them so refined as even to puzzle those who do understand them now; or, on the other hand to aim at uniformity by requiring ships to port or starboard, without any necessity, under all circumstances, and at all risks.

Appendix I. to the foregoing Observations.

Tables 15 and 16 of the Wreck Register for 1865 give the following results as regards the Causes of Collisions for Seven Years.

Number of collisions from the following preventible causes:	
Bad look-out, neglecting to carry proper lights, neglect or misapplication of rules, error of pilot, want of seamanship, general negligence and want of caution, and error in judgment - - - - - -	1,566
Number of collisions from accident:	
Parting cables, &c., missing stays, anchoring in foul berth, want of sea room, thick and foggy weather, inevitable accident - - - -	702
Number of collisions from causes unknown - - - - - - -	76
Total Collisions in Seven Years - - -	2,344

Table 18 of the Wreck Register for 1865 gives the following result for Seven Years, showing the state of the Weather when Collisions happened.

With an atmosphere more or less thick or unfavourable, viz.:	
(1) dark, (2) very dark, (3) hazy, (4) thick and foggy - - -	665
With a good atmosphere, viz.:	
(1) clear and fine (936), (2) dark and clear, (3) cloudy (284) - -	1,220
Unknown or squally - - - - - - - - - - - -	459
Total Collisions in Seven Years - - -	2,344

Appendix II.

International Steering and Sailing Rules.

(Reprinted from the Order in Council of the 9th January 1863.)

REGULATIONS for Preventing Collisions at Sea, &c.

See *ante*, left hand column of Enclosure 1, in No. 6.

Appendix III.

Provisions respecting Lights, Fog Signals, and Sailing Rules contained in the Merchant Shipping Act, 1862.

Enactment of Regulations concerning Lights, Fog Signals, and Sailing Rules in Schedule, Table (C.)

25. On and after the first day of June One thousand eight hundred and sixty-three, or such later day as may be fixed for the purpose by Order in Council, the Regulations contained in the Table marked (C.) in the Schedule hereto shall come into operation, and be of the same force as if they were enacted in the body of this Act; but Her Majesty may from time to time, on the joint recommendation of the Admiralty and the Board of Trade, by Order in Council, annul or modify any of the said Regulations, or make new Regulations in addition thereto or in substitution therefor; and any alterations in or additions to such Regulations made in manner aforesaid shall be of the same force as the Regulations in the said Schedule.

Regulations to be published.

26. The Board of Trade shall cause the said Regulations, and any alterations therein or additions thereto hereafter to be made, to be printed, and shall furnish a copy thereof to any owner or master of a ship who applies for the same; and production of the Gazette in which any Order in Council containing such Regulations, or any alterations therein or additions thereto, is published, or of a copy of such Regulations, alterations or additions, signed or purporting to be signed by one of the secretaries or assistant secretaries of the Board of Trade, or sealed or purporting to be sealed with the seal of the Board of Trade, shall be sufficient evidence of the due making and purport of such Regulations, alterations or additions.

Owners and Masters bound to obey them.

27. All owners and masters of ships shall be bound to take notice of all such Regulations as aforesaid, and shall, so long as the same continue in force, be bound to obey them, and to carry and exhibit no other lights and to use no other fog signals than such as are required

required by the said Regulations; and in case of wilful default, the master, or the owner of the ship, if it appear that he was in such fault, shall, for each occasion upon which such Regulations are infringed, be deemed to be guilty of a misdemeanor.

Breaches of Regulations to imply wilful Default of Person in charge.

28. In case any damage to person or property arises from the non-observance by any ship of any regulation made by or in pursuance of this Act, such damage shall be deemed to have been occasioned by the wilful default of the person in charge of the deck of such ship at the time, unless it is shown to the satisfaction of the Court that the circumstances of the case made a departure from the regulation necessary.

If Collision ensues from Breach of the Regulations, Ship to be deemed in fault.

29. If in any case of collision it appears to the Court before which the case is tried that such collision was occasioned by the non-observance of any regulation made by or in pursuance of this Act, the ship by which such regulation has been infringed shall be deemed to be in fault, unless it is shown to the satisfaction of the Court that the circumstances of the case made a departure from the regulation necessary.

Inspection for enforcing Regulations.

30. The following steps may be taken in order to enforce compliance with the said regulations; that is to say,—

(1.) The surveyors appointed under the third part of the Principal Act, or such other persons as the Board of Trade may appoint for the purpose, may inspect any ships for the purpose of seeing that such ships are properly provided with lights, and with the means of making fog signals, in pursuance of the said regulations, and shall for that purpose have the powers given to inspectors by the 14th section of the Principal Act:

(2.) If any such surveyor or person finds that any ship is not provided, he shall give to the master or owner notice in writing, pointing out the deficiency, and also what is, in his opinion, requisite, in order to remedy the same:

(3.) Every notice so given shall be communicated, in such manner as the Board of Trade may direct, to the collector or collectors of Customs, at any port or ports from which such ship may seek to clear, or at which her transire is to be obtained; and no collector to whom such communication is made shall clear such ship outwards, or grant her a transire, or allow her to proceed to sea, without a certificate under the hand of one of the said surveyors or other persons appointed by the Board of Trade as aforesaid, to the effect that the said ship is properly provided with lights, and with the means of making fog signals, in pursuance of the said regulations.

Rules for Harbours under Local Acts to continue in force.

31. Any rules concerning the lights or signals to be carried by vessels navigating the waters of any harbour, river, or other inland navigation, or concerning the steps for avoiding collision to be taken by such vessels, which have been or are hereafter made by or under the authority of any Local Act, shall continue and be of full force and effect, notwithstanding anything in this Act or in the schedule thereto contained.

In Harbours and Rivers where no such Rules exist they may be made.

32. In the case of any harbour, river, or other inland navigation for which such rules are not and cannot be made by or under the authority of any Local Act, it shall be lawful for Her Majesty in Council, upon application from the harbour trust or body corporate, if any, owning or exercising jurisdiction upon the waters of such harbour, river, or inland navigation; or, if there is no such harbour trust or body corporate, upon application from persons interested in the navigation of such waters, to make rules concerning the lights or signals to be carried, and concerning the steps for avoiding collision to be taken by vessels navigating such waters; and such rules, when so made, shall, so far as regards vessels navigating such waters, have the same effect as if they were regulations contained in Table (C.) in the schedule to this Act, notwithstanding anything in this Act or in the schedule thereto contained.

In case of Collision one Ship shall assist the other.

33. In every case of collision between two ships it shall be the duty of the person in charge of each ship, if and so far as he can do so without danger to his own ship and crew, to render to the other ship, her master, crew, and passengers (if any), such assistance as may be practicable, and as may be necessary in order to save them from any danger caused by the collision.

In case he fails so to do, and no reasonable excuse for such failure is shown, the collision shall, in the absence of proof to the contrary, be deemed to have been caused by his wrongful act, neglect, or default; and such failure shall also, if proved upon any investigation held under the third or the eighth part of the Principal Act, be deemed to be an act of misconduct or a default for which his certificate (if any) may be cancelled or suspended.

— No. 15. —

(No. 7317.)

Board of Trade to Admiralty.

Board of Trade, Whitehall,
12 October 1867.

Sir,

I AM directed by the Board of Trade to enclose, for the information of the Lords Commissioners of the Admiralty, the draft of a set of questions and answers on the subject of the existing regulations as to lights and fog signals, and steering and sailing rules.

The Board of Trade have reason to believe that the Steering and Sailing Rules are as yet not so well understood as they should be; and they also find that the examinations of masters and mates are not uniform at all the ports.

The enclosed draft of questions has been framed to suggest to the mind of the examiner the various points on which questions should be asked respecting the regulations.

The copy enclosed is merely a draft of a circular prepared for consideration. The questions have not been issued or published in any way.

The Board of Trade may perhaps think it desirable at some future time to issue some questions or some directions for the guidance of the examiners at the outports, and they will be glad if the Lords Commissioners will favour them with their opinion of the substance of the enclosed questions and answers, and with any suggestions or observations thereon.

I am, &c.

The Secretary, Admiralty. (signed) *Thomas Gray.*

Enclosure in No. 15.

DRAFT of PROPOSED CIRCULAR No. 268.—BOARD of TRADE.

(*N.B.*—This Circular has not been issued. It is put into type for Consideration only, and is Confidential.)

NOTICE of EXAMINATIONS of MASTERS and MATES.

THE Board of Trade have recently had their attention drawn to the necessity of a more strict examination of applicants for certificates of competency as to their knowledge of the regulations for preventing collisions at sea.

In order that a uniform system of examination may prevail, the Board of Trade have framed the following questions by way of suggesting the heads of examination on the subject. They have also caused to be prepared a few models for the use of examiners. These models will be sent with full particulars to the examiners at each port.

The Board of Trade attach very great importance to the necessity for insisting on a thorough knowledge of steering and sailing rules on the part of the applicants, and a thorough examination on the part of the examiners; and they trust that the officers of the local marine boards, and especially the examiners, will assist them.

All applicants for examination, whether masters or mates, are to be examined as to their knowledge of the steering and sailing rules each time they present themselves for examination.

Questions suggested by the following heads of examination are to be asked in addition to, and are not to supersede, any questions proper and necessary to be asked by the examiner concerning the rule of the road for steam ships and sailing ships in the daytime.

The following questions need not be adhered to literally by the examiner, and are not all to be asked; but the substance of the leading questions should be asked, and satisfactorily answered, before an applicant is reported as having passed his examination. The examiner should make such a selection as each case appears to him to require.

Thomas Gray,
Assistant Secretary.

Marine Department, Board of Trade,
10 October 1867.

HEADS of EXAMINATION in REGULATIONS respecting Lights and Fog Signals, and in the Steering and Sailing Rules for Steamers at Night.

1. WHAT light or lights are required by the regulations to be exhibited by sailing vessels at anchor in a roadstead or fairway?—One light only; viz., a white light.

2. What light or lights are required by the regulations to be exhibited by steam ships in a roadstead or fairway at anchor?—The same as for sailing vessels.

3. Where is the anchor light to be exhibited?—Where it can best be seen.

4. To what height may the anchor light be hoisted?—It may be exhibited at a height of 20 feet above the deck, but not higher.

5. What is the description and size of the lantern containing the anchor light required by the regulations?—Globular, of eight inches in diameter.

6. In what direction or directions must the anchor light show?—It must show a clear, uniform, and unbroken light, visible all round the horizon.

7. At what distance must it be visible?—At least one mile.

8. What is the number of lights required by the regulations to be carried by sailing ships when under weigh at night?—Two.

9. Of what colour are these lights, and how are they to be placed on board the ship?—A red light on the port side, and a green light on the starboard side.

10. What description of light must be shown from the sides of sailing vessels; and over how many points of the compass and in what directions are they required to show?—Each light must be uniform and unbroken, must show over 10 points of the compass; viz., from right ahead to two points abaft the beam on the port and starboard sides respectively.

11. What lights are they to carry when being towed at night?—The same.

12. Are the side lights required to be fitted with screens; and, if so, on what side, and of what length, and how?—Yes, on the inboard side; three feet in length, measuring forward from the light. They are to be so fitted as to prevent the coloured lights from being seen across the bow.

13. What is the number of lights required by the regulations to be carried by steam ships when under steam at night?—Three lights.

14. Of what colour are these lights, and how are they to be placed on board the ship?—Red on the port side, green on the starboard side, and white at the masthead.

15. Are they required to be fitted with screens; and if so, on which side, and of what length?—The red and green lights are to be fitted with screens on the inboard side, extending three feet from the light, as in the case of sailing vessels.

16. Over how many points of the compass, and in what directions, are the coloured side lights of steamers required to show?—Over 10 points, viz., from right ahead to two points abaft the beam on the port or starboard side, as the case may be. The same as the side lights of sailing vessels.

17. Over how many points of the compass, and in what direction, is the masthead light of a steamer required to show?—Over 20 points, viz., from right ahead to two points abaft the beam on both sides.

18. What description of lights are steamers required by the regulations to carry when they are not under steam, but under sail only?—The same as sailing vessels.

19. What exceptional lights are to be carried by small sailing vessels in certain cases?—Whenever, as in the case of small vessels in bad weather, the green and red lights cannot be fixed, they are to be carried on deck at their respective sides of the ship.

20. Are the lanterns to be painted on the outside?—Yes; the lantern showing the red light is to be painted red, the lantern showing the green light is to be painted green.

21. What description of light are pilot vessels required to carry?—Pilot vessels are not to carry coloured side lights, but a white light, like an anchor light, and to burn a flare up every 15 minutes.

22. What lights are open boats and fishing boats required to carry?—One lantern, containing a red and a green slide, to show a coloured light over the proper side on the approach of or to another vessel.

23. May open boats use a flare up?—Yes, if considered expedient.

24. Is the flare up to be shown by open boats instead of or in addition to the lamp with the coloured slides?—The flare up must be in addition to the lantern with the two coloured slides.

25. What lights are tugs required to carry when not towing, and when towing?—When not towing they are to carry the same sort of lights as any other steam ship, but when towing they are to carry one more masthead light.

26. Are sailing vessels required to use any signals when at anchor or when sailing in thick weather or in a fog; and if so, what are they?—Yes; a fog horn and a bell.

27. When is each sort of signal to be used?—The fog horn is to be sounded when under weigh in a fog, and the bell when in a fog and not under weigh.

28. How often are the fog signals of sailing vessels to be sounded?—As often as necessary, but every five minutes, at least.

29. Are steam ships required to use any signals in a fog or in thick weather; and if so, what are they?—Yes; a whistle and a bell.

30. When is each signal to be used?—The whistle to be sounded when under weigh, and the bell when not under weigh.

31. How

31. How often are the fog signals of steamers to be sounded?—As often as necessary, but every five minutes at least.

32. At what height above the deck is the steam whistle to be placed; and where?—Not less than eight feet above the decks. Before the funnel.

33. What other precaution is to be observed by steamers when steaming in a fog?—The regulations require that steam ships in a fog shall go at a moderate speed.

34. What precaution is to be taken by steamers approaching another vessel?—If there is risk of collision, the steamer is to slacken speed, and stop and reverse if necessary.

35. If you see a white light, what does it denote as regards the ship carrying it?—It denotes the presence of a vessel at anchor, or a pilot vessel, or a fishing vessel attached to her nets.

36. If you see a green or a red light only, or both a green and a red light, is the vessel carrying the light or lights seen a steam vessel or a sailing vessel?—A sailing vessel.

37. How do you know?—Because there is no masthead light.

38. If you see a white light over a coloured light, is the vessel a sailing vessel or a steamer?—A steam vessel. The masthead light denotes a steamer.

[The Examiner will then take one model of a vessel, which he will place on the table, and call it A. He will then take the mast or stand with a white and a red ball on it, and place it at the other end of the table, and call it B.

The Examiner should be careful that the model of one vessel only is used with the questions numbered 39 to 49.]

39. A is a steamer going north, seeing a red light and a white light ahead at B. Are A and the vessel showing the two lights B meeting end on or nearly end on, or is B passing A, or is B crossing the path of A, and in what direction; and how do you know?—Passing to port, because if I see a red light ahead I know that the head of the vessel carrying that red light must be pointing away in some direction to my own port or left hand. The ship showing the red light has her port or left side more or less open to A.

40. If A is going north, within what points of the compass must the vessel B showing the red and white lights be steering?—B must be going from a little W. of S. to W.N.W.

41. How do you know this?—Because the screens being properly fitted, I could not see the red light of B at all with the vessel's head in any other direction.

42. Is the steamer A to port, or to starboard, or to keep on?—To do neither suddenly, but, if anything, to port a little.

43. Why?—To bring the red light of A to the red light of the stranger B.

[The Examiner should then explain that if the steamer A starboards, she will run across the path of the vessel carrying the lights B, because the vessel showing the red light must be passing to port.]

[The Examiner should now substitute the mast with the white ball and green ball for the mast with the white ball and red ball. One ship only is still to be used.]

44. A is a steamer going north, and seeing a green and white light ahead. Are A and B meeting, or is B passing A, or is B crossing the course of A, and in what direction; and how do you know?—B is passing to starboard of A, because if I see a green light ahead, I know that the head of the vessel carrying that green light must be pointing away in some direction to my starboard or right hand. The ship showing the green light has her right or starboard side more or less open to me.

45. As A is going north, within what points of the compass must the vessel showing the green and white lights be steering?—B must be going from a little east of south, to E.N.E.

46. How do you know?—Because the screens being properly fitted, I cannot see the green light at all with the vessel's head in any other direction.

47. Is the steamer A to port, or to starboard?—To do neither suddenly, but, if necessary, to starboard.

48. And why?—To show her green light to the stranger's green light. There can be no danger of collision when the green light of one vessel is opposed to the green light of another.

49. What would the result be if you port to a green light ahead?—I shall probably run right across the path of the vessel carrying the green light.

[The Examiner should then explain that the A must not port, because as the vessel showing the green and white lights, B must be passing to starboard, A will run across the path of B by porting.]

[The Examiner should now place the models of two steamers on the table meeting end on. One he should call A, and the other B.]

50. If a steamer A sees the *three* lights of another steamer B ahead, or nearly ahead, are the two steamers meeting passing, or crossing?—Meeting end on, or nearly end on.

51. Do the regulations expressly require the helm of a ship to be put to port in any case; and if so, when?—Yes; in the case of two steamers or two sailing vessels meeting end on, or nearly end on.

52. Do they expressly require the helm of a ship to be put to port in any other case, and if so, in what other?—No. The use of the port helm is not in any other case expressly required by the regulations.

[The Examiner should then explain that the only case in which port-helm is mentioned in the regulations is in Articles 11 and 13 for two ships meeting end on, or nearly end on.]

53. If you port to a green light ahead, or anywhere on your starboard bow, and if you get into collision by doing so, do you consider that the regulations are at fault?—No, because the regulations do not expressly require me to port in such a case, and because by porting I know that I shall probably and almost certainly run across the other vessel's path or run into her.

[The Examiner should see the candidate put the models in the positions indicated by the questions 54 and following.]

54. If a steamer A sees another steamer's red light B on her own starboard side, are the steamers meeting, passing, or crossing; and how do you know?—Crossing, because the red light of one is opposed to the green light of the other; and whenever a green light is opposed to a red light, or a red light to a green light, the ships carrying the lights are crossing ships.

55. Is A to stand on; and if not, why not?—A has the other vessel B on her own starboard side. A knows she is crossing the course of B, because she sees the red light of B on her (A's) own starboard side. A also knows she must get out of the way of B, because Article 14 expressly requires that the steamer that has the other on her own starboard side shall keep out of the way of the other.

56. Is A to port or to starboard in such a case?—A must do what is right; so, to get herself out of the way of B, she must starboard if necessary, or port if necessary; she must also stop and reverse if necessary.

57. If A gets into collision by porting, will it be because she is acting on any rule?—No; the rule does not require her to port. If she ports, and gets into collision by porting, it is not the fault of any rule.

58. If a steamer A sees the green light of another steamer B on her own (A's own) port bow, are the two steamers meeting, passing, or crossing; and how do you know?—Crossing, because the green light of one ship is shown to the red light of the other.

59. What is A to do, and why?—A is to stand on. The crossing ship B on A's port side must get out of the way of A, because A is on B's starboard side.

60. If A, a steamer going east, sees the green light of another steamer B, a point in her, (A's) port bow, is A to port or to starboard?—If she does anything at all she should starboard to show her green light to the green light of the steamer B. But as the steamers are crossing, it is the place of B to get out of the way of A, who is on the starboard side of B.

61. Suppose that the steamer carrying the green light, B (in the above question) is two points on A's port bow. A is going east and B is going south-west; what will be the result if A ports?—She will probably run across the path of B, and come into collision.

62. Is there any regulation requiring A to port in such a case, and if so, where is it to be found?—There is not any.

63. Are steam ships to get out of the way of sailing ships?—If a steamer and a sailing ship are proceeding in such direction as to involve risk of collision, the steamer is to get out of the way of the sailing ship.

64. What is to be done by A, whether a steamer or sailing ship, if overtaking B?—A is to keep out of the way of B.

65. When by the rules one of two ships is required to keep out of the way of the other, what is the other to do?—To keep her course.

66. Is there any qualification or exception to this?—Yes. Due regard must be had to all dangers of navigation, and to any special circumstances which may exist in any particular case to avoid immediate danger.

67. Is there any general direction in the steering and sailing rules; and if so, what is it?—Yes, it is this: that nothing in the rules shall exonerate any ship, or the owner, master, or crew thereof, for the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

68. Can you repeat Article ( ) of the Regulations. I refer to the article containing the rule for ( )?—

[The Examiner should repeat this question, naming a different article each time.]

69. What does the Act of Parliament provide as to the obligation of owners and masters in obeying the regulations respecting lights, fog signals, and steering and sailing?—Section 27 of "The Merchant Shipping Act, 1862," provides that owners and masters shall be bound to obey the regulations, and it also provides that in case of wilful default by the master or owner, he shall be deemed to be guilty of a misdemeanor for each infringement.

70. What do breaches of the regulations imply?—If an accident happens through non-observance of the regulations, it implies wilful default on the part of the person in charge of the deck at the time, unless it is shown to the satisfaction of the Court hearing the case, that the special circumstances of the case rendered a departure from the rules necessary.

71. If

71. If collision ensues from a breach of the regulations, who is to be deemed in fault for the collision?—The person by whom the regulations are infringed, unless the Court hearing the case decides to the contrary.

72. Do the regulations apply to sea-going ships in harbours and in rivers?—Yes; unless there is any rule to the contrary made by a competent authority.

73. Do they apply to British ships only?—No, to foreign ships as well.

74. When did the present regulations come into operation?—On the 1st June 1863.

75. Do you know where the present regulations are to be found?—Yes, in "The Merchant Shipping Act of 1862," and the Order in Council of the 9th January 1863. Copies are given away on application to the Board of Trade.

76. Is one ship bound to assist another in case of collision?—Yes.

77. What is the penalty for default?—If the master or person in charge of the ship fails to render assistance without reasonable excuse, the collision is, in absence of proof to the contrary, to be deemed to be caused by his wrongful act, neglect, or default.

78. Is there any other penalty attached to not rendering assistance?—Yes; if it is afterwards proved that he did not render assistance, his certificate may be cancelled or suspended by the Court investigating the case.

79. Is it not expected that you should understand the regulations before you take charge of the deck of a ship?—It is.

80. Why?—If I do not understand them and am guilty of default, the consequences will be very serious to me.

81. What would be a serious offence?—To cause a collision by porting the helm when not required to port by the regulations, and without due consideration.

— No. 16. —

(M. 7317.)

Board of Trade to Trinity House.

Board of Trade, Whitehall,
12 October 1867.

Sir,

I AM directed by the Board of Trade to enclose, for the information of the Elder Brethren of the Trinity House, the draft of a set of questions and answers on the subject of the existing regulations as to lights and fog signals, and steering and sailing rules.

See Enclosure in ante, No. 15.

The Board of Trade have reason to believe that the steering and sailing rules are as yet not so well understood as they should be, and they also find that the examinations of masters and mates are not uniform at all the ports.

The enclosed draft of questions has been framed to suggest to the mind of the examiner the various points on which questions should be asked respecting the regulations.

The copy enclosed is merely a draft of a circular prepared for consideration. The questions have not been issued or published in any way.

The Board of Trade may perhaps think it desirable at some future time to issue some questions or some directions for the guidance of the examiners at the outports, and they will be glad if the Elder Brethren will favour them with their opinion of the substance of the enclosed questions and answers, and with any suggestions or observations thereon.

I am, &c.
(signed) *Thomas Gray.*

The Secretary,
Trinity House, Tower Hill.

— No. 17. —

(M. 7577.)

Newcastle Local Marine Board to Board of Trade.

Local Marine Board, Newcastle,
Sir, 21 October 1867.

See *ante*, Enclosure in No. 14.

Referring to an Order to me contained in the minutes of a meeting held by the Newcastle Local Marine Board to-day, a copy of which I forward to you, I have to ask that you will please be so good as cause to be forwarded to this department twenty-five copies of the book recently published by Thomas Gray, Esq., on the "Regulations for Preventing Collisions at Sea," for distribution to each member of this Board, &c.

I have, &c.
(signed) *W. Storey Whitfield,*
Secretary.

To the Secretary,
Marine Department, Board of Trade, London.

— No. 18. —

(M. 7577.)

Board of Trade to Newcastle Local Marine Board.

Board of Trade, Whitehall,
Sir, 23 October 1867.

I am directed by the Board of Trade to inform you that the pamphlet referred to in your letter of the *21st instant is in no way authorised or recognised by the Board of Trade as an authoritative construction of the steering and sailing rules. This Board have no power to put any authoritative construction on the rules.

* See *ante*, No. 17.

The pamphlet is the work of Mr. Thomas Gray, as a private person, and not as an assistant secretary.

The Board of Trade have however forwarded a copy to the Trinity House for their observations and opinion, and when the Trinity House have reported, the Board of Trade purpose to refer the matter of the pamphlet to the Admiralty, and on hearing from the Admiralty, to the Judicial Committee of the Privy Council.

In the meantime the Board of Trade cannot recognise the pamphlet as authoritative.

I am, &c.
(signed) *R. G. Wyndham Herbert.*

— No. 19. —

Trinity House to Board of Trade.

(M. 7854.)

Trinity House, London, E.C.,
Sir, 1 November 1867.

The Elder Brethren having given careful consideration to the draft of a set of questions and answers on the subject of the existing regulations as to lights and fog signals, and steering and sailing rules, for the guidance of the Examiners of masters and mates of merchant vessels, and of pilots, transmitted in your letter of †12th instant (M. 7244 and 7317), I am now directed to state, for the information of the Board of Trade, that these questions and answers are well adapted to the purpose, and that the issue of such directions to the Examiners would tend to render an intimate acquaintance with the regulations more general than it is at present; and that in accordance with their Lordships' request they have gone through the questions and answers seriatim, and beg to submit the following alterations therein and additions thereto, viz.:

† See *ante*, No. 16

ALTERATIONS.

In Question 21. That the word "sailing," be introduced before "pilot vessels" in the answer.

In Question 25. That for "one more mast-head light," the words, "two bright mast-head lights vertically in addition to their side lights," be substituted in the answer.

In Question 35. That in the answer be added the words, "or it may be a steamer under weigh at a distance before rising her side lights."

In Question 38. That in the question the word "above," be substituted for "over."

ADDITIONS.

SUGGESTIONS for additional Questions and Answers in relation to Sailing Vessels.

In reference to Article II. of the Regulations:

Question. When do you consider two vessels to be "end on, or nearly end on" to each other by day and by night respectively?—*Answer.* By day, when the masts are in line, or nearly in line; by night, when the green and red lights are both visible.

In reference to Article 12:

Q. When two sailing ships close hauled are crossing so as to involve risk of collision, what is the duty of the ship on the starboard tack?—*A.* To keep her luff.

Q. What is the duty of the ship on the port tack?—*A.* To keep out of the way of the close-hauled ship on the starboard tack, but to keep her luff with regard to all other vessels.

Q. When two sailing vessels are crossing so as to involve risk of collision, the one running free and the other close-hauled, what is the duty of the running ship?—*A.* She must keep out of the way of the ship which is close-hauled.

Q. When two ships are approaching each other with the wind on the same side, or if one has the wind aft, what is the duty of the weathermost ship?—*A.* To keep out of the way of the other.

In reference to Article 18:

Q. When, by the above rules, one ship is to "keep out of the way" of the other, what is the duty of that other?—*A.* To keep her course.

Q. Are there any exceptions to these rules?—*A.* Yes; due regard must be had to all dangers of navigation, and to special circumstances which may render a departure from them necessary, in order to avoid immediate danger.

I am, &c.

The Secretary, (signed) *P. H. Berthon.*
Board of Trade, S.W.

— No. 20. —

(M. 8144.)

Admiralty to Board of Trade.

Sir, Admiralty, 9 November 1867.

HAVING laid before my Lords Commissioners of the Admiralty your letter of the *12th ultimo (M. 7317), enclosing the draft of a set of questions and answers on the subject of regulations as to lights and fog signals, and steering and sailing rules, in the examination of masters and mates of the merchant service, I am commanded by their Lordships to acquaint you, for the information of the Board of Trade, that my Lords consider great advantage would result from the publication of those questions and answers, and the examination of officers on the subject.

*See ante, No. 15.

I am, &c.

The Secretary, (signed) *W. G. Romaine.*
Marine Department, Board of Trade.

— No. 21. —

(M. 8247.)

Trinity House to Board of Trade.

Trinity House, London, E.C.
13 November 1867.

Sir,

The Elder Brethren having given careful consideration to the "Observations" on the Rules of the Road at Sea, transmitted with your letter of 11th* ultimo (M. 7032), I am directed to acquaint you, for the information of the Board of Trade, that the Elder Brethren concur with them in thinking that the circulation thereof amongst mariners will be attended with much advantage; and that no alterations or additions suggest themselves to them as being necessary in the pamphlet submitted.

* See *ante*, Enclosure in No. 14.

I am, &c.
(signed) *P. H. Berthon.*

The Secretary,
Board of Trade, S.W.

— No. 22. —

(M. 8247.)

Board of Trade to Admiralty.

Board of Trade, Whitehall,
15 November 1867.

Sir,

With reference to former correspondence on the subject of the Regulations for Preventing Collisions at Sea, and especially with reference to your letter of the 14th† June last, expressing the readiness of the Lords Commissioners of the Admiralty to take into consideration any further communications that this Board might think it necessary to make on the subject, I am directed by the Board of Trade to state that, whilst, for the reasons already expressed, they think it undesirable to make any alterations in the text of the Regulations contained in the Order in Council of the 9th January 1863, it appears to them that great misapprehension exists concerning the meaning of some of the Rules, and especially concerning the extent to which the rule of port helm ought to be carried.

† See *ante*, No. 9.

With a view of removing these misapprehensions the enclosed "Observations" have been prepared, and before taking steps to circulate them the Board of Trade will be glad to have the opinion of the Lords Commissioners upon them, with any suggestions or criticisms their Lordships may think fit to make. Should the Lords Commissioners concur in thinking them useful, the Board of Trade purpose to forward them, before publishing them, for the consideration of the judicial authorities with whom the authoritative interpretation of the rules in question rests.

See *ante*, Enclosure in No. 14.

The Board of Trade have already referred the pamphlet to the Trinity House, and have received a letter, of which a copy is enclosed.

See *ante*, No. 21.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary, Admiralty.

— No. 23. —

(M. 8735.)

Newcastle Local Marine Board to Board of Trade.

Local Marine Board Office, Newcastle,
28 November 1867.

Sir,

I am directed to inform you that at a meeting of the Local Marine Board held to-day, the subject of the "Rule of the Road at Sea" was under consideration, and the correspondence remitted by the Board of Trade to this Board at various times, and the replies of the Marine Board thereon, were read.

The Local Marine Board are of opinion that the numerous collisions at sea arise from gross neglect or gross ignorance of those in charge of the ships, and earnestly and respectfully urge that the "Rule of the Road at Sea" should be made an important part of the examination of candidates applying for certificates of competency, and that each candidate should be requested to repeat the whole of the 20 (twenty) Articles in the Regulations for preventing Collisions at Sea, issued in the Order in Council dated 9th January 1863, and be able to apply these articles fairly to the respective questions which may be put by the examiners.

This Board are of opinion that the regulations now in force are clear and intelligible, and require no alteration, but need simply to be fully and clearly understood; and the suggested examinations appear to be very necessary.

The Board had before them a copy of an article which appeared in one of the local newspapers ("Newcastle Daily Journal") on the 5th instant, on the same subject, and which the Board thought put the matter in clear and intelligible terms; and I was directed to forward the copy to you for the consideration and information of the Board of Trade.

Copy of an article in "Newcastle Daily Journal," 5 November 1867, enclosed.

The Board consider that the many serious accidents that arise from gross neglect or gross ignorance of the parties in charge of vessels might well be considered by the Board of Trade, with a view to attach punishment of a more severe nature than at present exists, so that criminal neglect might be visited with adequate punishment.

I have, &c.
(signed) *Wm. Storey Whitfield,*
Secretary.

The Secretary, Marine Department,
Board of Trade, London.

Enclosure in No. 23.

Rule of Road for Ships at Sea.

(From the "Newcastle Daily Journal," of Tuesday, 5th November 1867.)

This subject, plain and clear in itself, when treated in a plain and common-sense manner, has become complicated and confused, because common sense has been separated from it. Complication and confusion have arisen, partly through the misconception and common blunders of seamen, but chiefly through the sophistications of lawyers, who, in bad cases, have no chance of obtaining verdicts for their clients otherwise than by mystifying all parties concerned, from the judge downwards; and hitherto they have been but too successful.

A lawyer does not, as a matter of course, understand the practical details of seamanship; nor does a sailor, as a matter of course, understand the subtleties of Admiralty Court law. When a collision happens, therefore, the owner's first endeavour is to get a "good" lawyer—one who will, with any evidence he is able to get from the seamen, prove that legally the other side is wrong. When the facts are being got together in these cases misrepresentations commence; and evidence has to be dovetailed together to make the "facts," as they will have to be stated in court by the seamen, accord with the "law," as understood by the judge and counsel. To those who have never sat out a collision case in the Admiralty Court, the amount of contradiction and hard swearing is incredible. A matter of the simplest fact will be stated by a witness on oath; this statement will be supported

by the oath of two or three witnesses; and it will be contradicted on oath by half a dozen others; and so the case goes on to the end. This is the evidence; then follows the law, which, as expounded, is sometimes no clearer, and is seldom more satisfactory, than the evidence. The result is that the verdict is not always given in favour of the master of the ship who is right, but is generally given in favour of the master who can, in the eyes of the lawyers, justify his conduct by some decision already come to by the judge in some former case—the former decision, taken as a precedent, being often incorrect.

At the present time, the international steering and sailing rules, settled in 1863, and adopted by the mutual consent of every maritime nation, are but too little known by the seaman, and are scarcely ever acted on by him; whilst, on the other hand, he cons over with unceasing interest the contradictory, unsatisfactory, and unaccountable decisions given by our courts of law. It seems strange, at first sight, that a seaman should neglect the regulations made expressly for his guidance, and should rather study the decisions of the Admiralty Court. But the thought ever present in the minds of the shipmasters now is, not how to avoid collisions by acting on the steering rules, but how to do something that will, when the case comes to be stated in court, accord with some one of the many legal decisions.

To put a case that every one will understand:—The regulations say that "if two ships under steam are *meeting* end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each shall pass on the port side of the other." In other words, if two steamships are meeting each other full in the face, each shall, like passengers on the footway, turn off to the right. This is plain enough. If they are not meeting at all, then it is, one would think, clear to the commonest understanding that there can be no risk of collision, and that the rule cannot apply. And yet (such is the state of confusion at which we have arrived) some of the so-called "legal" decisions are to the effect that two ships which may be proceeding away from each other on the sea are to be considered, and to be treated in the Admiralty Court, as meeting each other end on, or nearly end on. This is not a fiction, but a sober statement of a fact.

The wonderful and yet disastrous climax just pointed out has been arrived at as follows:—The court hearing and deciding on these cases has for a few years regarded a ship B seen ahead, or nearly ahead, from another ship A, as if B were a ship meeting A—the one seeing her—end on, or nearly end on; and this without regard to the direction of the head of B. If, for instance, a person on board a ship (which we call A), looking straight along the bowsprit at night, were to see a green light B, on another ship, that green light B is end on with the ship A. There is no doubt about this: the light on B is end on with the ship A. This fact being indisputable, the ship A has, by a strange confusion of ideas, been treated as *meeting* end on the ship B, showing the green light; and the ship showing the green light B, has been treated as meeting the ship A end on. This is, of course, an utter perversion of facts, and a marvellous confusion of ideas; for the green light B must be on some vessel with her right hand side presented to A; and this being so, the head of the steamer B must point away to the right-hand side (starboard) of the other steamer A; and the two not only cannot be meeting end on, or nearly end on, but cannot be meeting at all. And although the regulations do not say so, our courts of law have decided that a steamer, if she sees another steamer ahead, or nearly ahead, is required by the regulations to port, without reference to the direction in which the one seen ahead may be going, or the distance she may be off, or her speed.

This interesting misconception, on the part of the highest legal authorities, is as strange and unaccountable as if the reader were to believe that every person he sees anywhere in front of him in the streets, is meeting him face to face, whether the person seen be proceeding with his right side, his left side, or his back directed to the reader. If, as often happens, a steamer A sees the green light of another steamer B, two and a-half points either to port or to starboard, the legal decisions require A to port, that is to say, to go to the right; and as B, when showing a green light to A in such a position, cannot be going in any other direction than across A's path from left to right, A must inevitably come into collision with B if she ports, that is to say, if she goes to the right.

This is a very important question. It is to be hoped that the new Judge of the Admiralty Court will be guided by the rules, which are plain and clear, and not by the former decisions, which are obscure, and against common sense. We are glad to hear that the Board of Trade, the Admiralty, and the Trinity House, have the subject under their joint consideration, not with a view of altering the regulations, which are good, but with a view to insuring, as far as possible, that they are observed and acted on.

— No. 24. —

(M. 8735.)

Board of Trade to Newcastle Local Marine Board.

Board of Trade, Whitehall,
7 December 1867.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the *28th ultimo, with reference to the subject of the "Rule of the Road at Sea," and enclosing a copy of an article extracted from the "Newcastle Daily Journal" of the 5th ultimo, on the same subject.

* See ante, No. 23.

In reply I am to state that, as at present advised, the Board of Trade are of opinion that the regulations for preventing collisions at sea do not require alteration.

With regard to the recommendation of the Local Marine Board, that the 'Rule of the Road at Sea" should be made an important part of the examination of candidates applying for certificates of competency, I am to state that the Board of Trade concur in this view. They think that a knowledge of the regulations for preventing collisions cannot be too strongly or too rigorously insisted on before any person is allowed to take command of a ship; moreover, the Board of Trade are about to take into their consideration the whole subject of the examination of masters and mates, and they will not overlook this very important item.

The Board of Trade direct me to add that it is a matter of satisfaction to them to find that the Local Marine Board of Newcastle are so well acquainted with the various points connected with the Steering and Sailing Rules, and are so thoroughly alive to the necessity of taking steps for insisting on a knowledge of the rules by candidates for masters' certificates.

The Board of Trade believe that disasters at sea through collisions arise, in the majority of cases, from ignorance of the regulations on the part of the officers in charge of vessels, and not from any defects in the regulations.

I am, &c.

The Secretary,
Local Marine Board, Newcastle.

(signed) *Thomas Gray.*

— No. 25. —

(M. 9461.)

Trinity House to Board of Trade.

Sir,

Trinity House, London, 19 December 1867.

I AM directed by the Elder Brethren to acquaint you for the information of the Board of Trade, that having given consideration to the supplementary diagrams intended to accompany the remarks respecting the "Rule of the Road for Steamers," transmitted in your letter of 30th ultimo, M. 8665, the Elder Brethren are of opinion that, with slight alterations, the diagrams will be perfectly intelligible, and that they will, in conjunction with the Catechism and the "Remarks" on the Rules of the Road, be of great use to Mariners. The Elder Brethren understand that at present they do not emanate authoritatively from the Board of Trade, but they suggest that they should be so authorised, and, with the addition of the "Aids to Memory," in verse, written by Mr. Gray, be published in the shape of a small pamphlet, which could be sold at a moderate price, and be accessible to any purchaser.

See Enclosure 2, in No. 27.

I am, &c.

The Secretary, Board of Trade.

(signed) *P. H. Berthon.*

Enclosure in No. 25.

RULE OF THE ROAD:

Being aids to Memory, in four verses, by Thomas Gray.

These verses are mere aids to memory, and must in no case supersede a careful study of the authentic Regulations.

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1. *Two Steam Ships meeting.*

When both side lights you see ahead
Port your helm, and show your RED.

2. *Two Steam Ships passing.*

GREEN to GREEN, or RED to RED—
Perfect safety—Go ahead!

3. *Two Steam Ships crossing.*

NOTE.—This is the position of greatest danger; there is nothing for it but good look-out, caution, and judgment.

If to your starboard RED appear,
It is your duty to keep clear;
To act as judgment says is proper—
To Port, or Starboard; Back, or Stop her!

But when upon your Port is seen
A Steamer's starboard light of GREEN,
There's not so much for you to do,
For GREEN to Port keeps clear of you.

4. *All Ships must keep a good look-out, and Steam Ships must stop and go astern, if necessary.*

Both in safety and in doubt
Always keep a good look-out;
In danger, with no room to turn,
Ease her! Stop her! Go astern!

14 October 1867.

— No. 26. —

(M. 9461)

Board of Trade to Admiralty.

Board of Trade, Whitehall,
23 December 1867.

Sir,

I AM directed by the Board of Trade to enclose, for consideration of the Lords Commissioners of the Admiralty, a memorandum prepared by this Board, with the approval of the Elder Brethren of the Trinity House and of the officers of the Admiralty, respecting the Steering and Sailing Rules contained in the Order in Council of the 9th January 1863.

From the official correspondence that has already passed between this Board and the Admiralty, as well as from the personal interviews between the officers of this Board and the officers of the Admiralty, the Lords Commissioners are well aware of the circumstances under which the enclosed memorandum has been prepared; it is, therefore, unnecessary to enlarge on the subject in this letter.

As soon as the Board of Trade obtain the approval of the Lords Commissioners, they will forward this memorandum (with the correspondence on the subject) to the Registrar of the Admiralty Court, to be submitted to the Judge of the Court and to their Lordships of the Judicial Committee of the Privy Council.

I have, &c.

The Secretary, Admiralty. (signed) *T. H. Farrer.*

— No. 27. —

(M. 9461.)

Board of Trade to Trinity House.

Board of Trade, Whitehall,
Sir, 23 December 1867.

I AM directed by the Board of Trade to enclose, for consideration of the Elder Brethren of the Trinity House, a memorandum prepared by this Board, with the approval of the Elder Brethren of the Trinity House and of the officers of the Admiralty, respecting the Steering and Sailing Rules contained in the Order in Council of the 9th January 1863.

From the official correspondence that has already passed between this Board and the Trinity House, as well as from the personal interviews between the officers of this Board and the officers of the Trinity House, the Elder Brethren are well aware of the circumstances under which the enclosed memorandum has been prepared; it is, therefore, unnecessary to enlarge on the subject in this letter.

As soon as the Board of Trade obtain the approval of the Elder Brethren, they will forward the memorandum (with the correspondence on the subject) to the Registrar of the Admiralty Court, to be submitted to the Judge of the Court and to their Lordships of the Judicial Committee of the Privy Council.

I am, &c.
(signed) *T. H. Farrer.*

The Secretary,
Trinity House, Tower Hill.

Enclosure 1, in No. 27.

STEERING and SAILING RULES for Preventing Collisions at Sea.

MEMORANDUM sent by the Board of Trade to the Admiralty and Trinity House, on the 23rd December 1867.

MUCH discussion has taken place lately concerning those parts of the "Regulations for Preventing Collisions at Sea" which relate to ships meeting and crossing, and various suggestions have been made for amending them.

The Board of Admiralty, the Board of Trade, and the Trinity House (by whom, in concert with the French Government, the Regulations in question were framed), have been in communication on the subject of these Regulations, and it appears to these three Boards that there is considerable misapprehension concerning the effect of some of these rules, and that seamen frequently place upon them a meaning which they were not intended to convey, and which the language of the rules does not convey. It appears further that under the effect of these misapprehensions seamen are often induced to take steps which lead to collision.

The three Boards propose, therefore, to issue the following statement, and the accompanying diagrams, for the purpose of removing the misapprehensions referred to, and of calling the attention of seamen to the plain language and meaning of the Regulations.

The Steering and Sailing Rules contained in Articles 11 and 13 of the Regulations in question are as follows:

Article 11.—"If two sailing ships are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other."

Article 13.—"If two ships under steam are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other."

These rules only apply to cases where ships are meeting end on, or nearly end on, *in such a manner as to involve risk of collision.* They consequently do not apply to two ships which must, if both keep on their respective courses, pass clear of each other.

The only cases in which the rules above quoted apply are when each of the two ships is end on, or nearly end on, to the other; in other words, to cases in which, *by day*, each ship sees the masts of the other in a line, or nearly in a line, with her own; and, *by night*, to cases in which each ship is in such a position as to see both the side lights of the other.

Consequently, the rules above quoted do not apply, *by day*, to cases in which a ship sees another *ahead* crossing her own course; or, *by night*, to cases where the red light of one ship is opposed to the red light of the other; or where the green light of one ship is opposed to the green light of another; or where a red light without a green light, or a green light without a red light, is seen ahead; or where both green and red lights are seen anywhere but ahead.

(signed) *T. H. Farrer.*

Board of Trade, 21 December 1867.

Enclosure 2, in No. 27.

PART I.

Being Diagrams and Explanations intended to show—

First. That the existing rules do not apply to two ships each of which is passing the other; and

Secondly. That no rule is necessary to prevent collisions between two ships each of which is passing the other.

TWO STEAM SHIPS PASSING.

(No rule has been made to meet this case, and this diagram is intended to show that no rule is necessary.)

RED TO RED.—DIAGRAM 6.

A, a steam ship, sees the RED and WHITE lights only of another steam ship nearly ahead on her own PORT side, or somewhere on her own PORT side, as B 1 or B 2.

The ship carrying the RED light B 1 or B 2 must be passing A in the direction indicated by the RED arrows 1 or 4, or in some intermediate direction.

The ship A and the ship carrying the RED light B 1 or B 2 are not "*meeting* end on, or nearly end on, so as to involve risk of collision," nor are they "crossing so as to involve risk of collision."

They are passing clear of each other.

Therefore, as the rules only refer to cases in which "two ships are meeting end on, or nearly end on, so as to involve risk of collision," or in which "two ships are crossing so as to involve risk of collision," no rule applies to this case.

The only way in which A *can* get into collision with the vessel showing the RED light on her own PORT side or ahead is by starboarding to it, and there is therefore no necessity to make a rule to tell the master of A not to STARBOARD in such a case.

A is not required by the regulations to PORT her helm to the RED light B 1 or B 2 on her own PORT side.

But A can PORT if necessary, as that will keep the two vessels A and B further apart.

DIAGRAM 6.

RED TO RED.

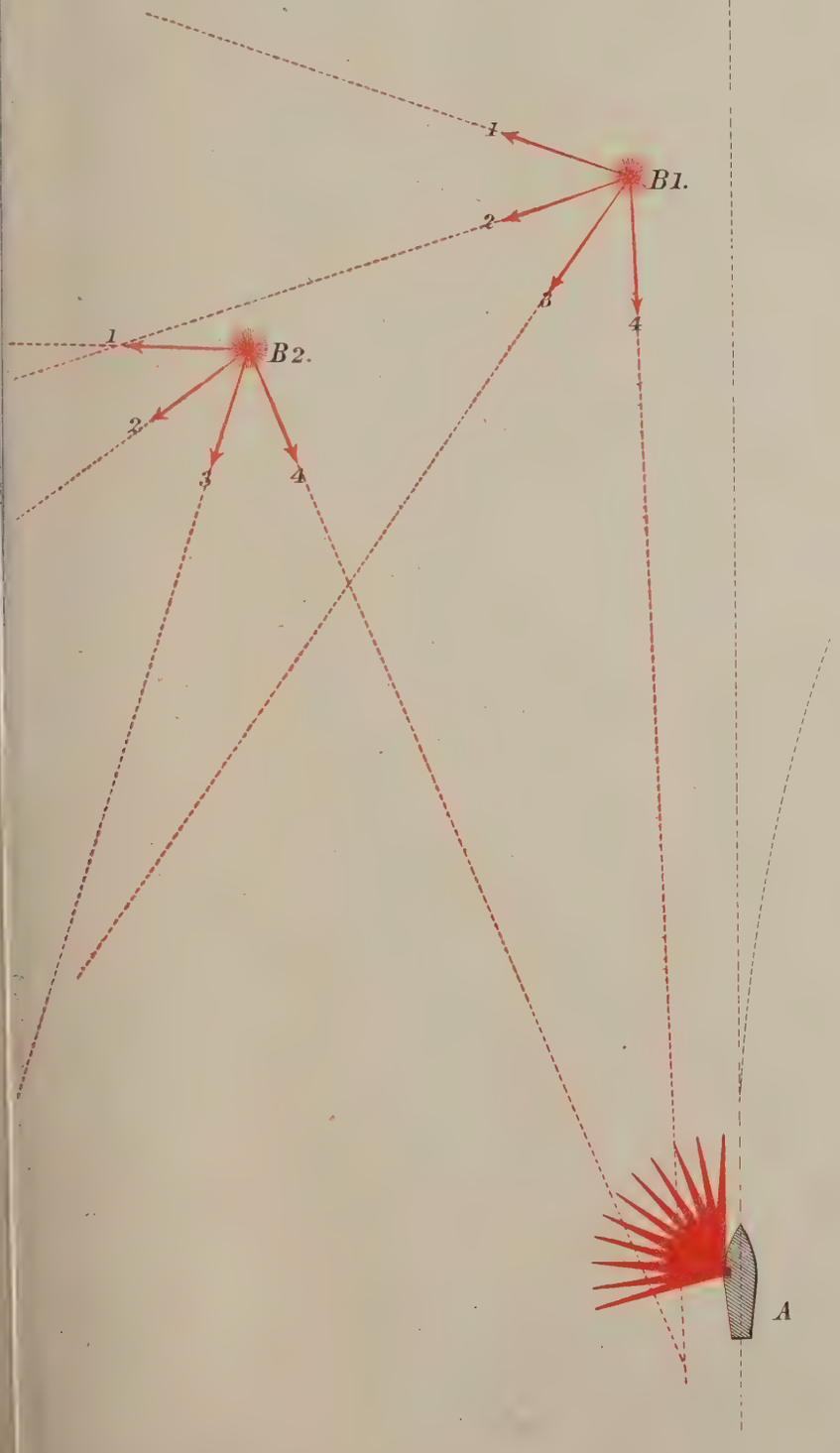


DIAGRAM 7.

GREEN TO GREEN.

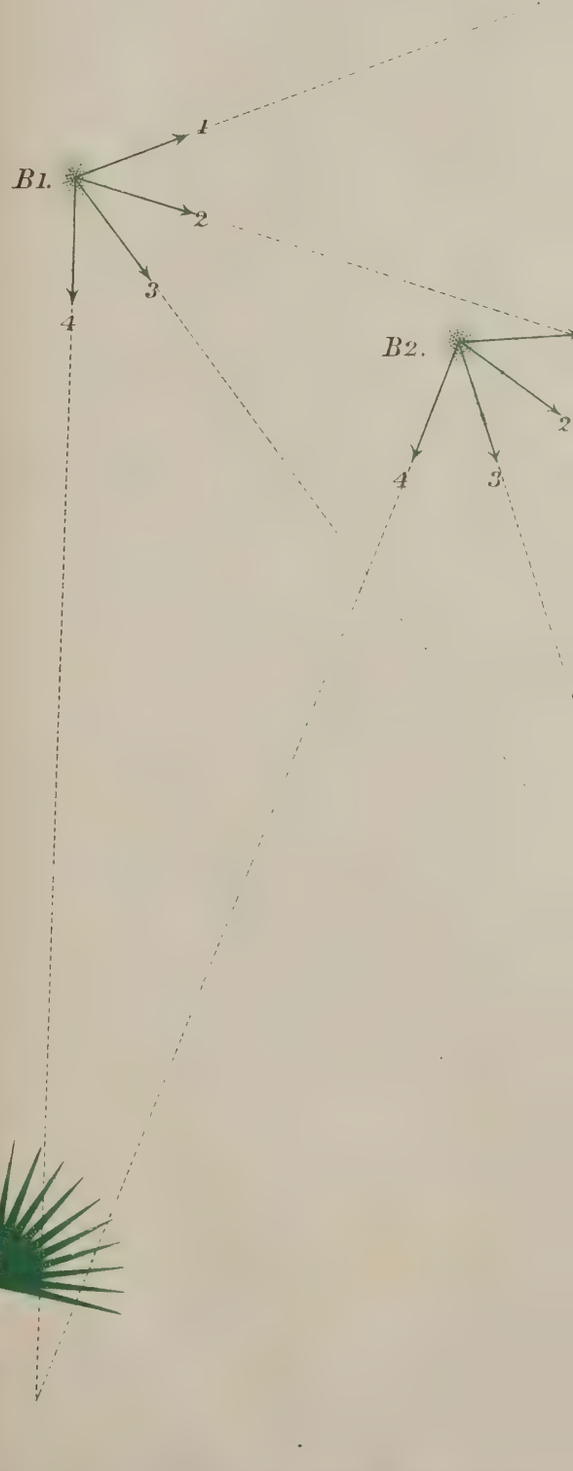


DIAGRAM 8.

RED ahead.

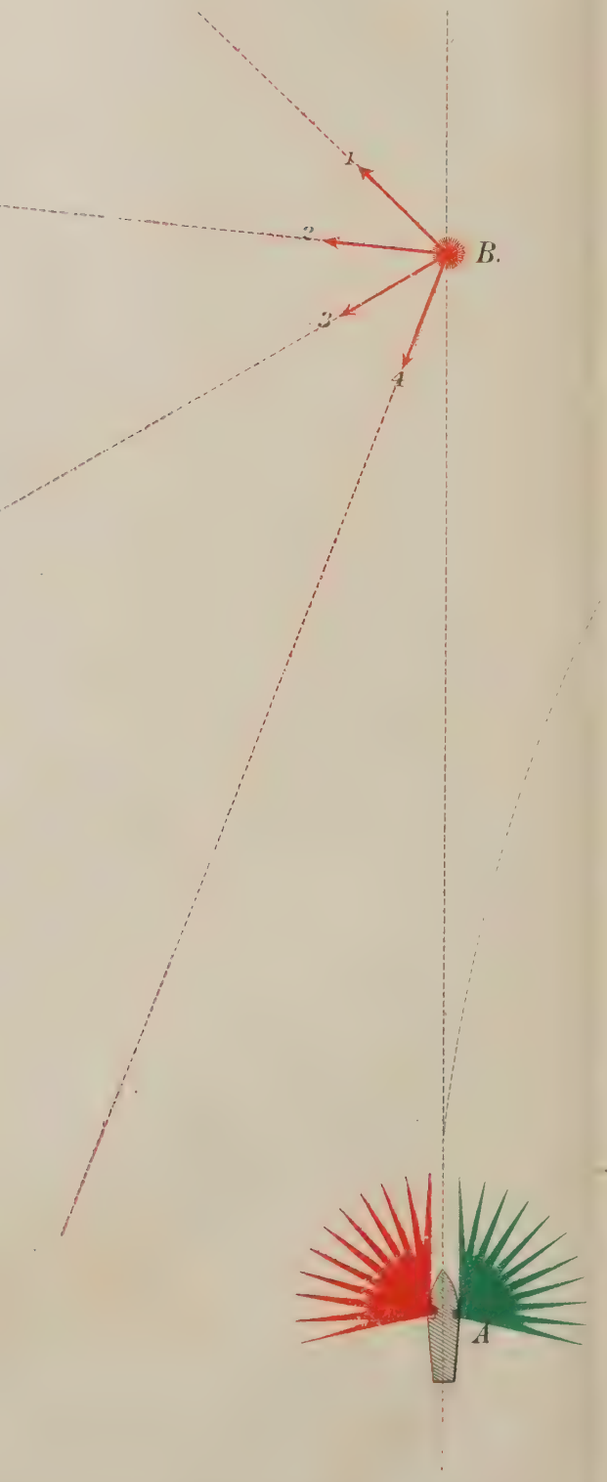
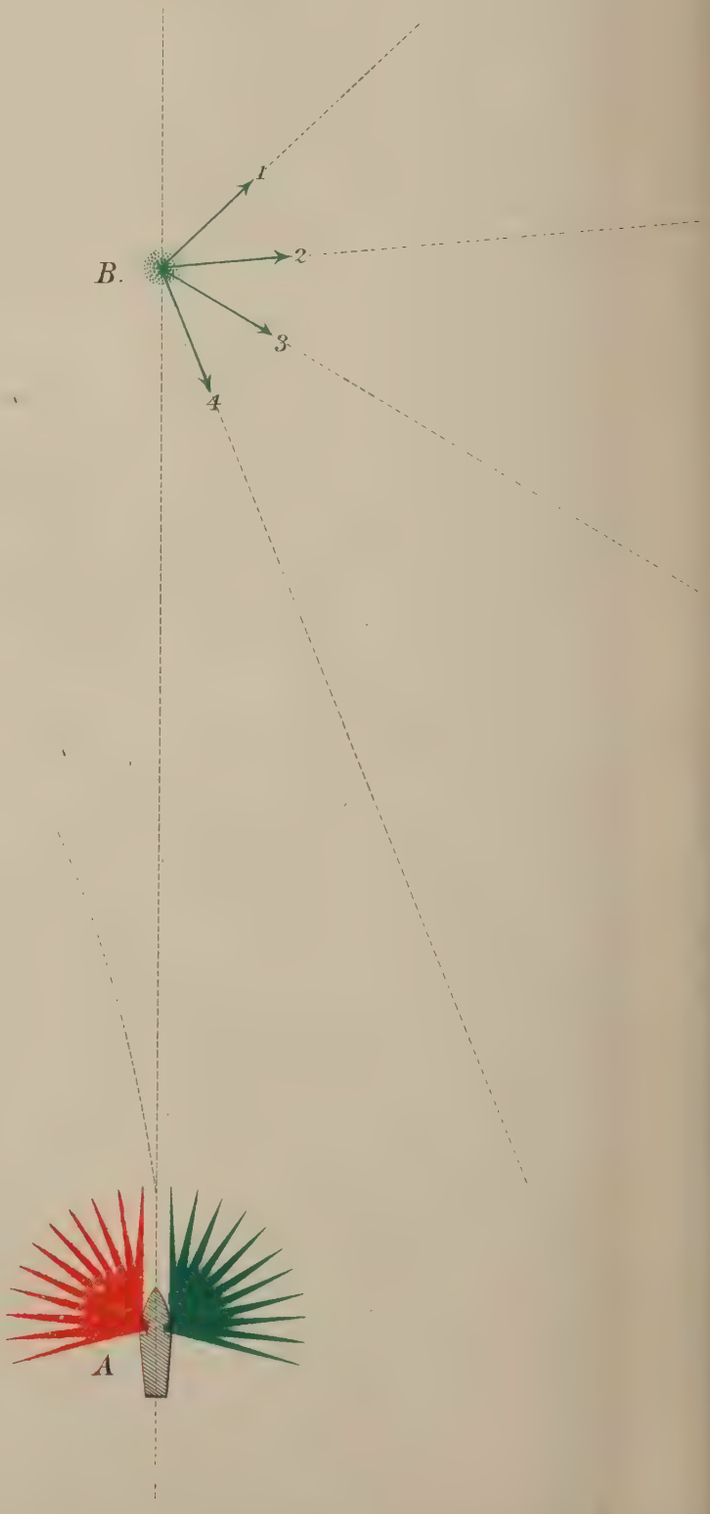


DIAGRAM 9.

GREEN ahead.



TWO STEAM SHIPS PASSING.

(No rule has been made to meet this case, and this diagram is intended to show that no rule is necessary.

GREEN TO GREEN.—DIAGRAM 7.

A, a steam ship, sees the GREEN and WHITE lights only of another steam ship nearly ahead on her own STARBOARD side, or somewhere on her own STARBOARD side as B 1 or B 2.

The ship carrying the GREEN light B 1 or B 2 must be going in the direction indicated by the GREEN arrows 1 or 4, or in some intermediate direction.

The ship A and the ship carrying the GREEN light B 1 or B 2 are not "*meeting* end on, or nearly end on, so as to involve risk of collision," nor are they "crossing so as to involve risk of collision."

They are *passing* clear of each other.

Therefore, as the rules only refer to cases in which "two ships are meeting end on, or nearly end on, so as to involve risk of collision," or in which "two ships are crossing so as to involve risk of collision," no rule applies to this case.

The only way in which A can get into collision with the vessel showing the GREEN light on her own STARBOARD side, or ahead, is by porting to it, and there is, therefore, no necessity to make a rule to tell the master of A not to port in such a case.

A is not required by the Regulations to PORT her helm to the GREEN light B 1 or B 2 seen on her own STARBOARD side.

But A can STARBOARD if necessary, as that will keep the two vessels A and B further apart.

TWO STEAM SHIPS PASSING.

(No rule has been made to meet this case, and this diagram is intended to show that no rule is necessary.)

RED AHEAD.—DIAGRAM 8.

A, a steam ship, sees the RED and WHITE lights only of another steam ship B, ahead *end on, or nearly end on, to herself.*

The ship carrying the RED light B must be passing to the PORT of A in the direction indicated by the RED arrows 1 or 4, or in some intermediate direction.

The left hand or *port side* of the ship carrying the RED light B must, therefore, be end on, or nearly end on, with A, and for this reason A and B cannot be *meeting* at all.

The ship A and the ship carrying the RED light B are not "*meeting* end on, or nearly end on, so as to involve risk of collision," nor are they "crossing so as to involve risk of collision."

Therefore, as the rules only refer to cases in which "two ships are meeting end on, or nearly end on, so as to involve risk of collision," or in which "two ships are crossing so as to involve risk of collision," no rule applies to this case.

The only way in which A *can* get into collision with the vessel showing the RED light ahead is by starboarding to it, and there is therefore no necessity to make a rule to tell the master of A not to starboard in such a case.

A is not required by the Regulations to PORT her helm to a RED light ahead, nor is she required by the Regulations to do anything else.

A can PORT if she chooses, as that will take her further from B.

TWO STEAM SHIPS PASSING.

(No rule has been made to meet this case, and this diagram is intended to show that no rule is necessary.)

GREEN AHEAD.—DIAGRAM 9.

A, a steam ship, sees the GREEN and WHITE lights only of another steam ship B, ahead *end on, or nearly end on, to herself.*

The ship carrying the GREEN light B must be passing to the STARBOARD of A, in the direction indicated by the GREEN arrows 1 or 4, or in some intermediate direction.

The right hand or *starboard side* of the ship carrying the Green light B may, therefore, be "nearly end on" with A, but as the RED light of B is not seen, A and B cannot be meeting at all.

The ship A and the ship carrying the GREEN light B are not "meeting end on, or nearly end on, so as to involve risk of collision," nor are they "crossing so as to involve risk of collision."

Therefore, as the rules only refer to cases in which "two ships are meeting end on, or nearly end on, so as to involve risk of collision," or in which "two ships are crossing so as to involve risk of collision," no rule applies to this case.

A is not required by the Regulations to port her helm to a GREEN light ahead.

The only way in which A can get into collision with the vessel showing the GREEN light ahead is by porting to it, and there is, therefore, no necessity to make a rule to tell the master of A not to port in such a case.

A can STARBOARD if she chooses, as that will take her further from B.

If A ports to the GREEN light she must inevitably run across the path of the vessel carrying the Green light.

PART II.

Being Diagrams and Explanations intended to show that the Rules applicable to crossing Ships and meeting Ships are simple, sufficient, and intelligible.

TWO STEAM SHIPS CROSSING.

RED TO GREEN.—DIAGRAM 10.

A, a steam ship, sees the RED and WHITE lights only of another steam ship nearly ahead on her own STARBOARD side; or somewhere on her own STARBOARD side, as B 1 or B 2.

A is actually or may be probably *crossing* the path of the ship showing the RED light B 1 or B 2.

A knows that she, herself, is crossing the path of B 1 and is crossing the path of B 2 when the course of B 2 is in the direction indicated by the Red arrows 2, 3, and 4;—A must therefore assume that she is crossing the path of B 1 or B 2 in whatever direction they may be going.

She, A, must get out of the way of B 1 or B 2, because B 1 or B 2, a crossing ship, is on the Starboard side of A, and because Article 14 of the Regulations provides that "if two ships under steam are crossing so as to involve risk of collision, the ship which has the other on her own Starboard side shall keep out of the way of the other."

A must get out of the way by stopping, or going ahead, or starboarding, or porting, as the circumstances of the case may require.

Above all things she must exercise caution and judgment, and she is bound to stop and reverse if there is the least possibility of collision.

DIAGRAM 10.

RED TO GREEN.

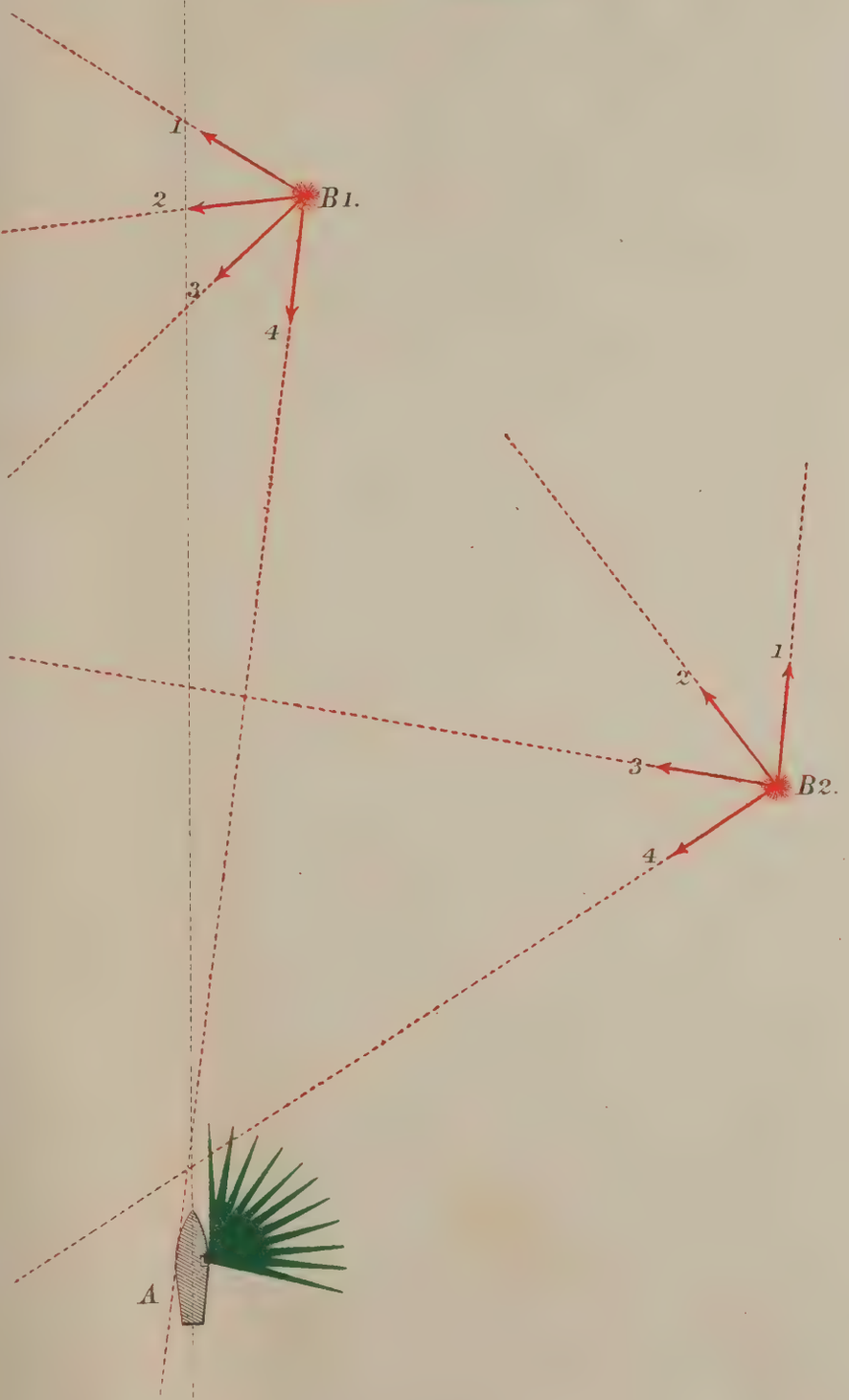


DIAGRAM 11.

GREEN TO RED.

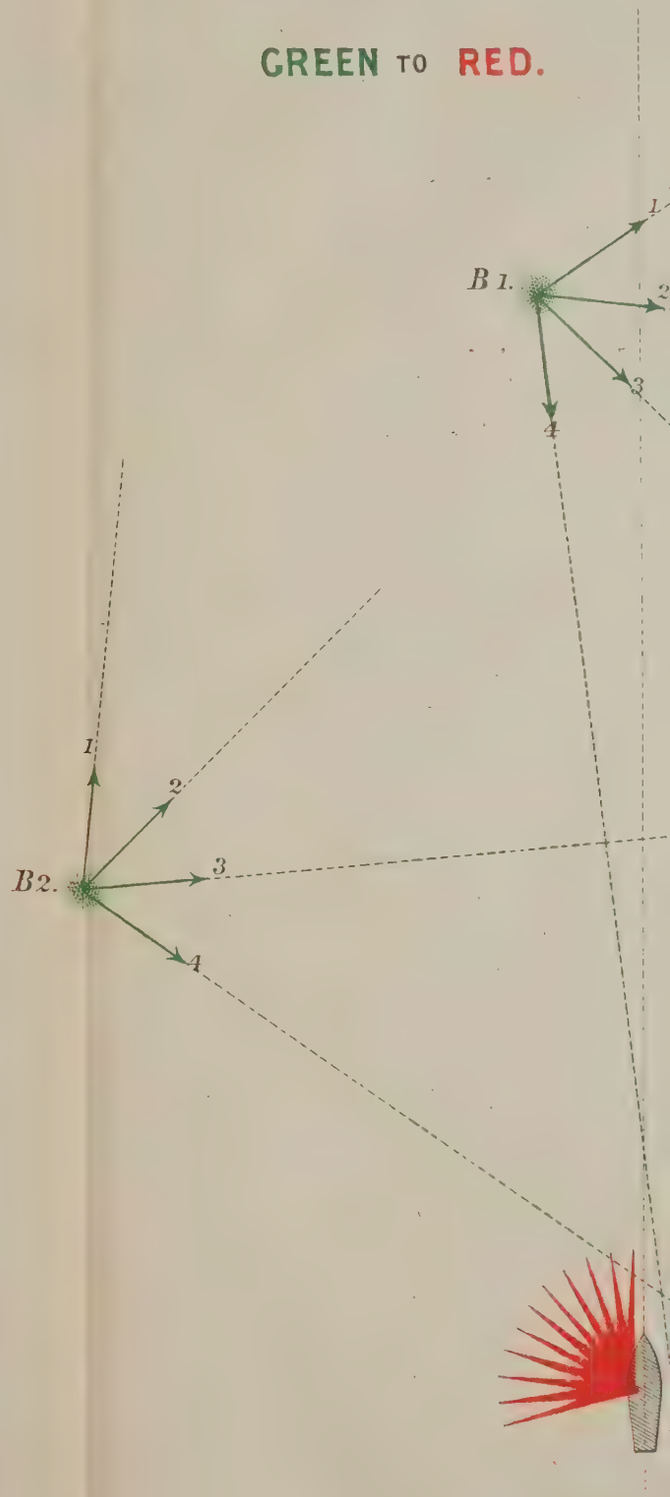
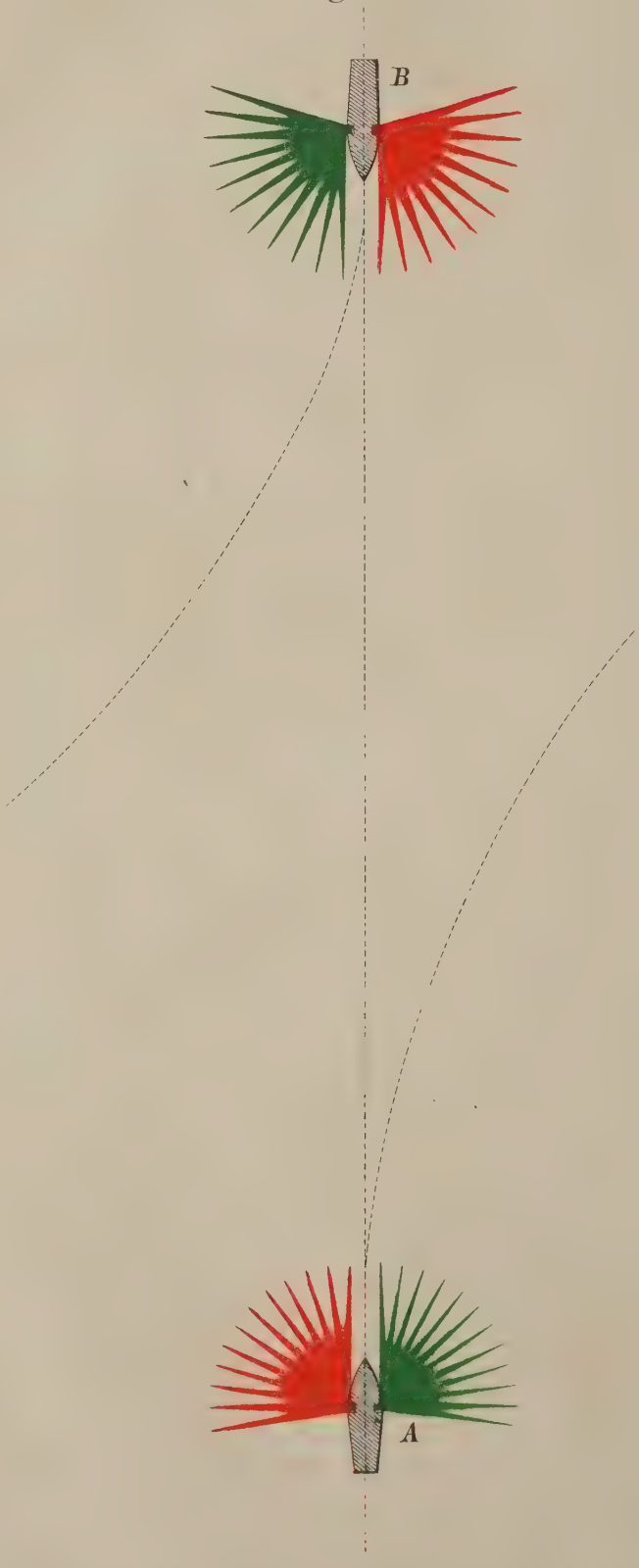


DIAGRAM 12.

Three lights ahead.



TWO STEAM SHIPS CROSSING.

Green to Red.—Diagram 11.

A, a steam ship, sees the Green and White lights only of another steam ship nearly ahead on her own Port side; or somewhere on her own Port side, as B 1 or B 2.

The ship carrying the Green light B 1 or B 2 must be proceeding in the direction indicated by the arrows 1, 2, 3, or 4, or in some intermediate direction.

A, therefore, knows that the ship B 1 or B 2 showing the Green light on A's Port side is actually or may be probably *crossing* her (A's) path.

A knows that she, herself, is to the Starboard side of the other crossing ship, B 1 or B 2; and that B 1 or B 2, the other crossing ship, must keep out of the way of A, because Article 14 of the Regulations provides that "if two ships under steam are crossing so as to involve risk of collision, the ship which has the other on her own Starboard side shall keep out of the way of the other."

A is to stand-on and keep her course under Article 18 of the Regulations; unless any other course or proceeding is necessary to avoid immediate danger, in which case, under Article 19 of the Regulations, a departure from her course becomes justifiable and proper. She must be ready to stop and reverse in good time if there is any appearance of a collision.

TWO STEAM SHIPS MEETING End on, or nearly End on.

Three Lights ahead.—Diagram 12.

A, a steam ship, sees all three lights of another steam ship a head, as B.

A, therefore, knows that she and the steamer B are meeting end on, or nearly end on.

A Ports and keeps her Red and White lights only showing to B.

B Ports and keeps her Red and White lights only showing to A.

A and B Port because Article 13 of the Regulations provides that "if two ships under steam are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to Port, so that each may pass on the Port side of the other."

— No. 28. —

(M. 9863.)

Admiralty to Board of Trade.

Admiralty, 30 December 1867.

Sir,

Having laid before my Lords Commissioners of the Admiralty your letter of the 23rd* instant, M. 9461, enclosing a memorandum prepared by the Board of Trade, respecting the Steering and Sailing Rules contained in the Order in Council of the 9th January 1863, I am commanded by their Lordships to acquaint you, for the information of the Board of Trade, that they approve of the memorandum in question.

*See *ante*, No. 26.

I am, &c.

The Secretary to the Board of Trade. (signed) *W. G. Romaine.*

— No. 29. —

(M. 42.)

Trinity House to Board of Trade.

Trinity House, London, E.C.,
1 January 1868.

Sir,

I am directed to acknowledge the receipt of your letter of the 23rd† ultimo, enclosing, for the consideration of the Elder Brethren, a memorandum respecting the Steering and Sailing Rules contained in the Order in Council of January 1863, and am to signify the approval of the Elder Brethren thereto.

†See *ante*, No. 27.

I am, &c.

(signed) *Robin Allen.*

The Secretary, Board of Trade, S.W.

— No. 30. —

(M. 260.)

Board of Trade to *H. C. Rothery*, Esq.

Board of Trade, Whitehall,
10 January 1868.

Sir,

I AM directed by the Board of Trade to inform you that they have from time to time received suggestions for altering the International Steering and Sailing Rules contained in the Order in Council of the 9th January 1863.

It rests, as you are well aware, with the Board of Trade and Board of Admiralty to frame, alter, and amend the Steering and Sailing Rules, and to submit jointly to Her Majesty in Council any alterations or amendments that may appear to the two Boards to be desirable. An Order in Council embodying any alterations would then become law.

The Board of Trade have hitherto declined to exercise the powers vested in them jointly with the Admiralty: first, because they believe that the existing Steering and Sailing Rules are simple, sufficient, and intelligible; secondly, because those rules, after being settled between this country and France, by the help of the best professional assistance and advice to be obtained in both countries, and after being adopted by both countries, have also been adopted by all other maritime nations, and have become the international law of the world; thirdly, because the alterations yet suggested, so far from being improvements, have appeared to this Board to contain in themselves elements of uncertainty or danger, from which the existing rules are free.

In these views the Board of Trade believe that they have the full concurrence both of the Board of Admiralty and of the Elder Brethren of the Trinity House.

The various suggestions which have been made have, however, led to a careful inquiry on the part of the three Boards into the questions whether there are any real grounds for the criticisms of the existing rules, which have been so freely offered. And the result of this inquiry is to show, not that there is error either in the substance or the language of the rules themselves, but that great misconceptions of their true and natural meaning prevail amongst seafaring men.

It has appeared to the three Boards, who were originally concerned in framing the rules, that the way to remove these misconceptions is not to supplement the existing rules by new rules, but to point out what their language really is, and what is its true and natural meaning, and to illustrate this explanation by diagrams, showing the application of the rules to vessels under different circumstances and conditions.

With this view, the enclosed "memoranda and diagrams" have been framed, and agreed to jointly by the Board of Admiralty, the Trinity House, and this Board.

The three Boards are aware that they can only give the memoranda and diagrams enclosed the form of positive law, by obtaining the approval of Her Majesty in Council as required by the Statute; and they are also aware that it rests with courts of law, and not with executive departments, to place an authoritative construction on the existing rules. They are unwilling to take the former course, because the memoranda and diagrams are simply explanations, and not alterations, whilst the latter course, viz., explanations by gradual construction of the courts of law, as cases arise, would be a tedious process, and would in no way satisfy the present immediate want.

The three Boards, under these circumstances, desire to bring the accompanying memoranda and diagrams, through you, to the notice of the Judge of the High Court of Admiralty: they request that you will bring the facts stated in this letter to their notice, and that you will, if it is in your power to do so, inform the Board of Trade whether the Judge sees any objection to the official issue by the Admiralty and the Board of Trade of the memoranda and diagrams in question. Should their Lordships see no objection to such a course,

it

it is proposed that they shall be published officially for the information of all seafaring men and seamen, and shall also be communicated to all foreign Governments.

I am, &c.

H. C. Rothery, Esq. (signed) *T. H. Farrer.*

A similar letter was sent to Henry Reeve, Esq., Registrar of the Privy Council, on the 21st January.

— No. 31. —

(M. 260.)

Board of Trade to *H. C. Rothery*, Esq.

Board of Trade, Whitehall,
17 January 1868.

Sir,

With reference to the letter from this department of the 10th* instant, enclosing a memorandum and diagrams to illustrate the Rules of the Road at Sea, agreed to by the Admiralty, the Trinity House, and this Board, I am directed by the Board of Trade to transmit to you the enclosed copy of correspondence, which will explain the steps that have led to framing the memorandum and diagrams.

* See *ante*, No. 30.

I am, &c.

H. C. Rothery, Esq., (signed) *T. H. Farrer.*
Admiralty Court, Doctors' Commons.

List of Enclosures.

No. 14.—Board of Trade to Trinity House.
No. 16.—Ditto - - - - ditto.
No. 15.—Ditto - - - - Admiralty.
No. 19.—Trinity House to Board of Trade.
No. 20.—Admiralty to - - ditto.
No. 23.—Newcastle Local Marine Board to ditto.
No. 26.—Board of Trade to Admiralty.
No. 27.—Ditto - - - Trinity House.
Three copies of pamphlets.

— No. 32. —

(M. 1160.)

H. C. Rothery, Esq., to Board of Trade.

Admiralty Register, Doctors' Commons,
28 January 1868.

Sir,

I have to acknowledge the receipt of your letters of the 10th† and 17th† instant, forwarding a memorandum and diagrams to illustrate the existing Rules of the Road at Sea, together with a copy of some correspondence which has passed on the subject between the Admiralty, the Board of Trade, and the Trinity House; and having, in accordance with your request, laid the same before the Judge of the Court of Admiralty, I am directed by him to acquaint you that, not only does he see no objection to the official issue of the memorandum and diagrams as proposed, but that the publication thereof will, in his opinion, be of advantage, as tending to illustrate and explain the rules in question.

† See *ante*, Nos. 30 and 31.

I am, &c.

T. H. Farrer, Esq., (signed) *H. C. Rothery*,
Secretary to the Board of Trade. Registrar.

— No. 33. —

(M. 1802.)

Henry Reeve, Esq., to Board of Trade.

Sir, 11 February 1868.

I HAVE the honour to acquaint you, for the information of the Board of Trade, that I have laid before the Lord President of the Council and the Lords of the Judicial Committee your letter of the 21st January,* enclosing certain memoranda and diagrams, intended to explain to seafaring men the rules established by the Order in Council of the 9th January 1863, and requesting to be informed whether their Lordships see any objection to the official issue by the Admiralty and the Board of Trade of the memoranda and diagrams in question, and I am directed by their Lordships to give the following answer to this question.

* See *ante*, foot note to No. 30.

It does not lie within the province of their Lordships to offer any opinion on the merit of these memoranda and diagrams for nautical purposes. They confine themselves therefore to the obvious remark that the promulgation by authority of these explanatory memoranda and diagrams would naturally suggest the inference that the existing rules, which have the force of law, are not sufficiently clear and explicit, and that the diagrams by which those rules are accompanied do not accomplish their object.

In other words the existing rules are condemned by the course proposed to be taken ; and, in the eyes of the class of persons whose duty it is to apply the sailing regulations, the interpretation would be apt to supersede the enactment.

The opinion which the Lords of the Judicial Committee have formed on this subject is, however, mainly based on their Lordships' experience as the High Court of Appeal for Maritime Causes, and it is chiefly to the legal consequences of the proposed "memoranda and diagrams" that their Lordships have addressed their attention.

The direct legal consequences would be a nullity, inasmuch as it is admitted that these "memoranda and diagrams" have no legal authority whatever. But the indirect consequences would, their Lordships apprehend, prove exceedingly inconvenient. It is proposed to place in the hands of seafaring men two documents, the one purporting to explain the other. If they are absolutely identical in form it is difficult to see what is gained by this addition. If they are found to vary, however minutely, in expression or purport, the commentary, which is of no authority, would, in practice by seamen, supersede the text, which is the law. It would be difficult to make a seaman understand the principle of law by which he would be absolutely precluded from pleading these "memoranda and diagrams" in a collision suit, whilst he would be held liable by the court for the slightest deviation from the rules themselves.

Their Lordships must observe that it appears to them dangerous in principle to attempt to give in an official paper that interpretation of the existing law which appertains to courts of justice only; and no one can tell until a given case arises and is argued, whether there is perfect harmony between the letter of the rules and these "memoranda and diagrams," or, whether the latter may not contain directions and explanations tending to mislead the seaman.

Moreover, it must be remembered that the concurrence of all the maritime powers has been obtained to the existing rules, which have become therefore at this time the general law of the sea. No such concurrence has been obtained for these "memoranda and diagrams." They may, or may not, be accepted and adopted by foreign nations. But if Great Britain were to set the example of issuing an official paper to explain and illustrate her own rules, there is no reason that each of the maritime powers should not do the same thing in other forms, and instead of the uniformity of regulation which has been happily established, the question might relapse into confusion.

On these grounds the Lords of the Judicial Committee think that the official publication of these documents is open to serious objections, more especially with a view to the application of that legal liability which it is the duty of courts of justice to enforce in cases of collision at sea.

If the existing rules are imperfect, they ought, in their Lordships' judgment, to be rendered more complete by the addition of further rules emanating from the same

same power as the rules themselves, and clothed with the authority of the law. But the interpretation of the rules must, according to all sound legal principles, rest with courts of justice alone, and cannot safely be assumed or anticipated by any administrative department of Her Majesty's Government.

I am, &c.
Thomas Gray, Esq. (signed) *Henry Reeve*,
Registrar, Privy Council.

— No. 34. —

(M. 1802.)

Board of Trade to Foreign Office.

Sir, Board of Trade, Whitehall, 19 February 1868.

CONSIDERABLE misapprehension has been found to exist in this country concerning the effect of Articles 11 and 13 of the Rules for preventing Collision at Sea. This misapprehension has arisen, not from any defect in the Rules themselves, but from doubts entertained by seafaring men concerning the effect, or supposed effect, of certain decisions of the courts of law upon the construction and application of the Rules. In order to remove these misapprehensions, the Admiralty, the Trinity House, and the Board of Trade, by whom, as Lord Stanley is aware, the present Rules were, so far as Her Majesty's Government is concerned, originally settled, have prepared the enclosed memorandum and accompanying diagrams and explanations, which they propose to publish for the information of seafaring men, either in the form of an Order in Council, or in such other form as may be found most desirable. *No. 1.*

But before doing so they desire to learn what is the construction put upon the rules in question in France.

For this purpose I am to request that you will move Lord Stanley to bring the enclosed papers to the notice of the French Government, and to request that Government to inform Her Majesty's Government whether the construction which is put upon Rules 11 and 13 in those papers agrees with the construction put upon those Rules by the French authorities, and if not, what alterations they would suggest, so that the construction in the two countries may be uniform.

Lord Stanley will observe that there is no question of altering the Rules, but only of pointing out and explaining their real and obvious meaning.

Enclosures Nos. 2 and 3 contain papers illustrating the process by which the result in Enclosure No. 1 has been arrived at, and will explain themselves.

I have, &c.
The Under Secretary of State, (signed) *T. H. Farrer.*
Foreign Office.

Papers Enclosed.

No. 1. Memorandum and Diagrams agreed to by the Admiralty, Trinity House, and Board of Trade; three copies. *Enclosure 1 and 2, in No. 27.*

No. 2. Draft of a Circular proposed to be issued by the Board of Trade, No. 268; three copies. *Enclosure in No. 15.*

No. 3. A Pamphlet, containing a few remarks respecting the Rule of the Road for Steam Ships; three copies. *Enclosure in No. 14.*

— No. 35. —

(M. 1802.)

Board of Trade to Admiralty.

Sir, Board of Trade, Whitehall, 2 March 1868.

I AM directed by the Board of Trade to transmit to you, for the information of the Lords Commissioners of the Admiralty, the accompanying copies* of correspondence which has taken place between this Board, on the one hand, and the Registrar of the Admiralty Court, the Registrar of the Privy Council Office, on the other hand, with reference to the International Steering and Sailing Rules.

* See *ante*, Nos. 30, 31, 32, 33.

I am, &c.
(signed) *Thomas Gray.*

The Secretary of the Admiralty.

N.B.—A similar letter was sent to the Elder Brethren of the Trinity House.

— No. 36. —

(M. 3040.)

Trinity House to Board of Trade.

Trinity House, London, E.C.,
Sir, 12 March 1868.

I AM directed to acknowledge the receipt of your letter (M. 1802), dated 3rd instant,† transmitting copies of correspondence with the Registrars of the Admiralty Court and Privy Council Office, and of a letter to the Foreign Office on the subject of the International Steering and Sailing Rules, and am to return to you the thanks of the Elder Brethren for the same.

† See *ante*, foot note to No. 35.

I am, &c.
(signed) *Robin Allen.*

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 37. —

(M. 4216.)

W. Stirling Lacon, Esq., to Board of Trade.

Sir, Union Club, London, 16 April 1868.

As the correspondence relative to the Steering and Sailing Rules will shortly be printed and issued, may I request that you will include the enclosed amended Rules, the original of which I had the honour of submitting to the Board of Trade on the 12th October 1866.‡ It will be seen that there is no alteration of principle, and that although in my original communication I was obliged to explain, in order to make myself understood, yet steering rules should be short and concise, and suitable to the most ordinary comprehension. With this view I have got rid of all unnecessary verbiage.

‡ See *ante*, Enclosure in No. 5.

I have, &c.
(signed) *William Stirling Lacon.*

To the Secretary of the Board of Trade

Enclosure in No. 37.

Proposed Regulations for Preventing Collisions at Sea.

Preliminary.

Art. 1. In the following rules every steam ship which is under sail, and not under steam, is to be considered a sailing ship; and every steam ship which is under steam, whether under sail or not, is to be considered a ship under steam.

Rules concerning Lights.

Art. 2. The lights mentioned in the following Articles, and no others, shall be carried in all weathers from sunset to sunrise.

Lights for Steam Ships.

Art. 3. Seagoing steam ships, when under weigh, shall carry—

(*a.*) At the foremost head, or below the foreyard, where it can be best seen, a bright white light, so fixed as to show an uniform and unbroken light over an arc of the horizon of points of the compass; so fixed as to throw the light points on each side of the ship, viz. from right ahead to on either side; and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least miles.

(*b.*) On the starboard side a green light, so constructed as to show an uniform and unbroken light over an arc of the horizon of points of the compass, so fixed as to throw the light from right ahead to on the starboard side; and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least miles.

(*c.*) On the port side a red light, so constructed as to show an uniform and unbroken light over an arc of the horizon of points of the compass, so fixed as to throw the light from right ahead to on the port side; and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least miles.

(*d.*) The said red and green lights shall be carried , and shall be fitted with inboard screens, projecting at least three feet forward from the light, so as to prevent these lights being seen across the bow.

Lights for Steam Tugs.

Art. 4. Steam ships, when towing other ships, shall carry two bright white masthead lights, vertically, in addition to their side lights, so as to distinguish them from other steam ships. Each of these masthead lights shall be of the same construction and character as the masthead lights which other steam ships are required to carry.

Lights for Sailing Ships.

Art. 5. Sailing ships under weigh, or being towed, shall carry side lights only, namely, a green light on the starboard side, and a red light on the port side (of the same character, and in the same relative position, and screened similar to those of steamers, as in Art. 3).

If a sailing ship is not astern of the towing steamer, but is lashed alongside of her, or has one on either side of her, then she shall carry a bright white light at the foremast head, or below the foreyard, where it can be best seen, in addition to the two side lights, and the steamers shall carry none.

Lights Astern.

Art. 6. Any vessel seeing the lights of another coming up astern of her shall exhibit a light at the stern until such other vessel has passed.

Exceptional Lights for Small Sailing Vessels.

Art. 7. Whenever, as in the case of small vessels, during bad weather, the green and red lights cannot be fixed, these lights shall be kept on deck, on their respective sides of the vessel, ready for instant exhibition, and shall on the approach of, or to, other vessels be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side, nor the red light on the starboard side. To make the use of these portable lights more certain and easy, the lanterns containing them shall be painted outside with the colour of the light they respectively contain, and shall be provided with suitable screens.

Lights for Ships at Anchor.

Art. 8. Ships, whether steam ships or sailing ships, when at anchor in roadsteads or fairways, shall exhibit where it can be best seen, but at a height not exceeding 20 feet above the hull, a bright white light only in a globular lantern of eight inches in diameter, and so constructed as to show a clear, uniform, and unbroken light visible all round the horizon, and at a distance of at least miles.

Lights for Pilot Vessels.

Art. 9. Sailing pilot vessels shall not carry the lights required for other sailing vessels, but shall carry a bright white light at the masthead, visible all round the horizon, and shall also exhibit a flare-up light every 15 minutes.

Lights for Fishing Vessels and Boats.

Art. 10. Open fishing boats, and other open boats, shall not be required to carry the side lights required for other vessels, but shall, if they do not carry such lights, carry a lantern having a green slide on the one side and a red slide on the other side; and on the approach of, or to, other vessels, the light in such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side, nor the red light on the starboard side.

Fishing vessels and open boats, when at anchor, or attached to their nets, and stationary, shall exhibit a bright white light.

Fishing boats and open boats shall not, however, be prevented from using a flare-up in addition, if considered expedient.

Rules Concerning Fog Signals.

Art. 11. Whenever there is a fog, whether by day or night, the fog signals described below, shall be carried and used, and shall be sounded every five minutes, viz.:—

(*a.*) A steam ship under weigh shall use a steam whistle, placed before the funnel, not less than eight feet from the deck.

(*b.*) Sailing ships under weigh shall use a fog horn.

(*c.*) Steam ships, and sailing ships when not under weigh, shall use a bell.

STEERING AND SAILING RULES.

Sailing Ships.

Art. 12. A sailing ship on the port tack shall keep out of the way of a sailing ship on the starboard tack; and a sailing ship which is to windward shall keep out of the way of a sailing ship which is to leeward.

Steam Ships.

Art. 13. A steamer having another end on shall port; on her port side, shall port; on her starboard side, shall starboard, and stop, and reverse (if necessary).

Sailing Ship and Steam Ship.

Art. 14. A steam ship shall keep out of the way of a sailing ship.

Ships under Steam to slacken Speed.

Art. 15. Every steam ship shall, when in a fog, go at a moderate speed.

Vessels overtaking other Vessels.

Art. 16. Every vessel overtaking any other vessel shall keep out of the way of the said last-mentioned vessel.

Compass.

Art. 17. Every steam ship shall carry a compass on the bridge.

Note.—The range and intensity of the lights, and a fixed relative position for the side lights, have been left blank, in consequence of the evidence on the subject at the Royal United Service Institution, referred to in my letter of 12th October 1866.

It will be noticed by the above rules that, as regards sailing vessels, no mention is made of the helm.

And, as regards steam ships, that as from time immemorial, among sailing ships, the vessel on the port tack is obliged to give way, so with steam ships; *the one which corresponds to the vessel on the port tack* must by law be obliged to give way also (and this she must do by stopping, if necessary).

The

The ocean is not like a narrow road or pathway, but vessels meet on it from all points of the compass, in fog as well as in the dark.

The steamer, therefore, which has another on her starboard side (corresponding to the port tack), must immediately stand by and be prepared to starboard, and stop, and reverse (if necessary) until the other has crossed, or passed, or until she is sure which way the other is going.

With this advantage also attending the proposed rule, that it will not be necessary to make any regulations, as recommended by the jury in the case of the "Metis" and the "Wentworth," as to which is the right and which is the wrong side of a river; with such a rule in force, a steamer would naturally keep to that shore which is on her starboard side, because she would present her port side (corresponding to the starboard tack) to everything she meets, and a steamer wanting to cross her bow would have to give way, and stop, and reverse (if necessary). If she hugs the shore on her port side, then as her starboard side (corresponding to the port tack) will be presented to everything she meets, she must give way, and stop, and reverse (if necessary).

If, in consequence of a crowded state of the river, she should be driven over to the port shore, she must then exercise due caution, and it is her interest to get back to her own side as quickly as possible.

It should be imperative that every steam ship should carry a compass on the bridge, in order that the captain or the mate may see where he is going to.

In the case of the "Osprey," and the "Nada," each vessel was steering by the light of the other ship, and, under the shadow of the law, was, before the collision, running almost at a right angle to her course.

— No. 38. —

(M. 5403).

W. Stirling Lacon, Esq., to Board of Trade.

Sir, Union Club, 23 May 1868.

I DESIRE to bring under the notice of the Board of Trade the case of the "King Bird" (English) *v.* the "Paulus" (Austrian), decided yesterday in the Admiralty Court.

The "Paulus" was on the *starboard tack*, and the "King Bird" *on the port tack*, and the latter was condemned.

This judgment is in unison with the practice of seamen, and I have suggested that the law should be brought into conformity with it.

The law, as it now stands, is as follows:

> Article 11.—If two sailing ships are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.
>
> Article 12.—When two sailing ships are crossing, so as to involve risk of collision, then, if they have the wind on different sides, the ship with the wind on the port side shall keep out of the way of the ship with the wind on the starboard side; except in the case in which the ship with the wind on the port side is close-hauled, and the other ship free, in which case the latter ship shall keep out of the way. But if they have the wind on the same side, or if one of them has the wind aft, the ship which is to windward shall keep out of the way of the ship which is to leeward.

What I have suggested to the Board of Trade is, that both these rules should be repealed, and the following substituted:

> A sailing ship on the port tack shall keep out of the way of a sailing ship on the starboard tack; and a sailing ship which is to windward shall keep out of the way of a sailing ship which is to leeward.

I have, &c.
(signed) *Wm. Stirling Lacon.*

The Secretary of the Board of Trade,
Marine Department.

— No. 39. —

(M. 5622.)

Foreign Office to Board of Trade.

Sir, Foreign Office, 30 May 1868.

* See *ante*, No. 34. WITH reference to your letter of the 19th* of February (M. 1802), I am directed by Lord Stanley to transmit to you, to be laid before the Lords of Trade, a Despatch from Lord Lyons, reporting the views of the French Government on the points connected with the rules for preventing collisions at sea, regarding which misapprehension exists.

I am to request that Lord Lyons' Despatch may be returned to this office when done with.

I am, &c.
(signed) *James Murray.*

The Secretary to the Board of Trade.

Enclosure 1, in No. 39.

(No. 144—Commercial.)

My Lord, Paris, 28 May 1868.

WITH reference to your Lordship's Despatch, No. 11, Commercial, of the 21st of February, and to my Despatch, No. 37, Commercial, of the 24th of the same month, I have the honour to transmit to your Lordship a copy of a Note from the Marquis de Moustier, giving the view taken by the French Government regarding a misapprehension which has been found to exist as to the effect of the 11th and 13th Articles of the Rules for preventing Collisions at Sea.

I have, &c.
The Right Honourable Lord Stanley, M. P. (signed) *Lyons.*
&c. &c. &c.

Enclosure 2, in No. 39.

OBSERVATIONS sur le projet le questionnaire du Board of Trade.

Article 5.—Rien dans de règlement international n'oblige un bâtiment à avoir pour fanal de mouillage, *un fanal sphérique* ayant 21 *centimètres de diamètre.*

Article 14.—Le règlement international oblige les bâtiments à vapeur à porter leur feu blanc en tête du mât de misaine. Le questionnaire Anglais dit seulement *en tête de mât.*

Pourquoi ne pas poser les deux questions relatives à la portée des feux de couleur (2 milles) et à celle du feu blanc (5 milles)?

{16 bis
{17 bis. Cette question a été posée pour le feu d'un navire au mouillage (Art. 7). Elle est importante et répond à un des Articles du Règlement international.

Article 17.—Même observation qu'à l'Article 14.

Article 19.—L'Article 6 du règlement international est plus explicite que le questionnaire Anglais. Son texte, reproduit exactement, répond mieux à la question posée.

Article 20.—Ne convient-il pas de dire que ces fanaux ont pourvus d'écrans convenables? Le règlement international le spécifie et la question a été posée précédemment pour les navires à vapeur et pour les navires à voiles.

Article 21.—Au lieu de *bateaux pilotes*, il convient de specifier: *bateaux pilotes à voiles.* C'est le texte du règlement international.

Article 22.—L'Article 9 du règlement international est plus explicite, et sa reproduction exacte répond mieux à la question posée.

Article 25.

Article 25.—Le règlement international, dans les deux langues, parle, d'une manière générale, *des batiments à vapeur remorquant*, et prescrit qu'ils doivent avoir, en tête de mât, *deux feux verticaux*. Le questionnaire ne parle que des remorquers (tugs), et il néglige de dire que les deux feux de tête de mât doivent être placés verticalement.

Il convient de prendre le texte même du règlement international.

Article 29.—Le règlement international spécife sifflet à vapeur (steam whistle); le questionnaire dit seulement *sifflet* (whistle).

Article 34.—Le règlement dans les deux langues est identique: *le navire à vapeur doit diminuer sa vitesse ou stopper et marcher en arrière.* Le questionnaire va plus loin en apparence, il dit . . . *doit diminuer de vitesse et stopper et marcher en arrière.*

Article 35.—Il me parait utile d'ajouter à la réponse de l' Article 35 qu'elle n'est exacte qu'autant qu'il n y a pas de brume et que la distance qui sépare du feu apergu est moindre que deux milles. Le feu blanc d'un navire à vapeur est effectivement visible à 5 milles par une nuit sombre et les feux de couleur seulement à 2 milles. Il arrive donc fréquemment qu'un navire à vapeur en vue ne montre qu'un feu blanc.

Article 36.—Les expressions du texte Français du règlement international paraissant meilleures: *navire marchant à la vapeur et navire marchant à la voile* sont des réponses rigoureusement plus exactes que *navire à vapeur et navires à voiles*, puisque la navire qui ne porte que des feux de côté est souvent un navire à vapeur marchant à la voile.

Article 38.—Même observation qu'à l'Article 36.

Article 60.—Cet Article me parait dangereux dans sa réponse. Il y a là une appreciation qui va bien au delà du texte du règlement international.

Article 61.—Cet Article est en quelque sorte la conséquence du précédent. La réponse n'est pas exacte à mon avis. B. a du se déranger. A. en venant sur tribord ne coupe pas *probablement* la route de B.

Enclosure 3, in No. 39.

Conseil d'Amirauté.

Seance du 31 Mars 1868, présidée par M. le Vice Amiral Fourichon.

Le Conseil d'Amirauté,

Saisi de la question de savoir s'il ne conviendrait pas, dans certains cas, d'éclairer l'arrière des navires pour éviter les abordages:

Vu le rapport de M. le Contre Amiral d'Hornoy rendant compte de l'abordage du Beaumanoir avec une göelette Anglaise.

Vu le Décret de 1862 sur les règles internationales concernant les feux que les bâtiments doivent porter pendant la nuit pour signaller leur présence et leur direction;

Vu le rapport présenté au Ministre, le 27 Mars 1868 par M. le Contre Amiral, Dirècteur des Mouvements de la Flotte.

Après en avoir délibre: Considérant que les feux placés, suivant les prescriptions du Décret de 1862, n'éclairent pas l'arrière des bâtiments qui les portent.

Que dans les nuits obscurs, il importe qu'un navire signale sa présence au bâtiment qui, courant dans ses eaux, peut le primer de vitesse;

Que dans ce cas, si le bâtiment qui en gagne un autre à l'obligation de manœuvrer pour ne pas gêner le navire qui le précéde, il est bon que celui-ci se fasse apercevoir de l'autre bâtiment;

Considérant que le moyen le plus simple et le plus efficace d'atteindre ce but, serait que le navire qui précéde l'autre promenât un feu blanc, sur le couronnement de tribord à babord, jusqu'au moment où toute chance d'abordage aurait cessé:

Que cette mesure aurait le double avantage de ne nécessiter aucune modification aux règles internationales et de ne pas imposer aux navires la charge d'entretenir en permanence un feu de plus sur l'arrière.

Est d'Avis.

Qu'il y a lien d'introduire, dans le questionnaire qui doit être annexé à la Convention internationale, la recommandation d'agir ainsi qu'il est dit plus tant.

Il serait toutefois bien entendu que cette mesure laisserait intacte la règlementation dé 1862, et ne déplacerait et aucune manière les responsabilités qui en résultent.

Enclosure 4, in No. 39.

M. l'Ambassadeur, Paris, 26 May 1868.

Par une lettre en date du 24 Fevrier dernier votre Excellence m'a fait l'honneur de m'informer que, des malentendus s'étant produits en Angleterre sur l'application des Art. 11 et 13 du règlement de 1862 destiné à prévenir les abordages en mer, le Gouvernement de Sa Majestie Britannique se proposait de publier un commentaire de ces deux Articles, mais qu'il désirait au préalable être assuré que les deux administrations de France et d'Angleterre sont d'accord sur l'interprétation à donner à ces dispositions.

M. le Ministre de la Marine et des Colonies à qui je m'étais empressé de communiquer les divers documents émanés du *Board of Trade* que votre Excellence avait bien voulu m'adresser, vient de me faire connaître le résultat de l'examen dont ils ont été l'objet. Le Conseil d'Amirauté de l'Empire a émis l'avis que les mémoires et le projet de questionnaire du *Board of Trade* etaient tout à la fois la confirmation et le developpement pratique des principes du règlement de 1862, et il a conclu à l'adoption, en principe, de ce questionnaire sous la réserve toutefois que les derniers articles qui portent l'empreinte toute spéciale de la législation Anglaise seraient remplacés dans la publication Française par des dispositions analogues mais conformes à nôtre législation. M. l'Amiral Rigault de Genouilly a reconnu lui-même l'utilité pratique du questionnaire qu'il est en conséquence disposé à adopter; cependant, il a été amené à penser, après une étude approfondie de ce document, qu'il serait convenable d'y introduire quelques changements destinés à le rendre plus précis et mieux en harmonie avec le texte du règlement international; il considerait notamment l'application des Articles 60 et 61, comme trop dangereuse pour qu'ils puisent être maintenus.

Celles des dispositions du questionnaire qui dans l'opinion de M. le Ministre de la Marine et des Colonies devraient être complétées ou modifiées, sont indiquées dans la note que j'ai l'honneur de transmettre ci-joint à votre Excellence, et sur la quelle M. le Amiral Rigault de Genouilly désirerait connaître l'avis et, s'il y a lieu, les observations du *Board of Trade.*

A cette occasion M. le Ministre de la Marine me prie de soumettre au Gouvernement de Sa Majestie Britannique la question de savoir s'il ne conviendrait pas, dans certains cas, d'éclairer l'arrière des navires pour éviter les abordages. Le Conseil d'Amirauté à été saisi de cette question, et dans une délibération dont votre Excellence trouvera ci-joint une copie, il a proposé une solution qui aurait l'advantage de ne pas modifier les prescriptions du règlement international. Dans le cas où le *Board of Trade* partagerait la même manière de voir, ou pourrait insérer dans le questionnaire une recommandation conforme.

Je vous serais obligé, M. le Ambassadeur, de vouloir bien porter à la connaissance de votre Gouvernement les explications qui précédent en lui transmettant les deux documents ci-annexés.

Agreéz, &c.

S. E. Lord Lyons, (signé) *Moustier.*
&c. &c. &c.

— No. 40. —

(M. 5622.)

Board of Trade to Admiralty.

Board of Trade, Whitehall,

Sir, 6 July 1868.

Referring to former correspondence on the subject of the Rule of the Road at Sea, and to the measures agreed upon by the Admiralty, the Trinity House, and the Board of Trade, for removing doubts concerning the meaning of those rules, I am directed by the Board of Trade to enclose, for the information of the Lords Commissioners, copy of a letter, dated 21st January 1868,* to the Privy Council Office, and a copy of the reply from that office, dated the 11th February.†

* See note, *ante*, No. 30.

† See *ante*, No. 33.

From this correspondence it will be seen that the Lords of the Judicial Committee saw certain technical difficulties in the issue, in an authoritative form, of the explanations and diagrams agreed to by the departments, inasmuch as those explanations would not have the force of law, or be binding on the Courts, unless embodied in an Order in Council according to the Act, or established by judicial decision. Upon receiving this reply, the Board of Trade thought fit to communicate with the French Government, in order that they might be sure, before submitting a Draft Order in Council for Her Majesty's approval, that they were

were acting in accordance with the French Government, with whose aid and co-operation the rules were originally framed.

I now enclose a copy of the reply of the French Government, from which it will be seen that the views of the French authorities, and the construction put upon Articles 11 and 13, in France, are entirely in accordance with the views of the English departments, as contained in the accompanying paper.*

* See *ante*, Enclosure 1 and 2 in No. 39.

The Board of Trade, therefore, now propose, on obtaining the statutory concurrence of the Lords Commissioners, as required by the Act, to submit for Her Majesty's approval the enclosed Draft Order in Council, embodying and giving legal effect to this memorandum, which has been already approved by the Admiralty. The memorandum in question thus sanctioned by Order in Council under the statute will be binding on all courts of law, and its issue in that form will be free from the difficulties pointed out by the Lords of the Judicial Committee.

So soon as the Order in Council is passed, it is proposed to issue the diagrams appended to the memorandum, as well as the series of questions formerly approved by the Admiralty. About the issue of these there can be no difficulty, since they will be the necessary consequence of the explanatory rules contained in the proposed Order in Council.

As regards that part of the French letter which relates to the questions and answers already approved by the Admiralty, the Board of Trade propose to adopt the amendments suggested by the French Government, which are for the most part verbal.

As regards the further suggestion of the French Government, with respect to showing a light over the stern in certain cases, the Board of Trade propose to keep this point separate, and to write again to the Admiralty and Trinity House concerning it. This suggestion, if found to be desirable, will require a new substantive Article. In the meantime the Board of Trade request the statutory concurrence of the Lords Commissioners in recommending the enclosed Draft Order for Her Majesty's approval.

I am, &c.

The Secretary, Admiralty. (signed) *T. H. Farrer.*

Enclosure in No. 40.

WHEREAS by "The Merchant Shipping Act Amendment Act, 1862," it was enacted that Sec. 25.
on and after the 1st day of June 1863, or such later day as might be fixed for the purpose by Order in Council, the regulations contained in the Table marked C. in the schedule to the said Act, should come into operation and be of the same force as if they were enacted in the body of the said Act; but that Her Majesty might, from time to time, on the joint recommendation of the Admiralty and the Board of Trade, by Order in Council, annul or modify any of the said regulations, or make new regulations in addition thereto or in substitution therefor; and that any alterations in, or additions to such regulations made in manner aforesaid, should be of the same force as the regulations in the said schedule.

And whereas by the same Act it was further provided that whenever it should be Sec. 58.
made to appear to Her Majesty that the Government of any foreign country is willing that the regulations for preventing collision contained in Table C. in the schedule to the said Act, or such other regulations for preventing collision as are for the time being in force under the said Act, should apply to the ships of such country when beyond the limits of British jurisdiction, Her Majesty might, by Order in Council, direct that such regulations shall apply to the ships of the said foreign country, whether within British jurisdiction or not; and it was further provided by the said Act that whenever an Order Sec. 61.
in Council had been issued applying any regulation made by, or in pursuance of, the said Act to the ships of any foreign country, such ships should in all cases arising in any British court be deemed to be subject to such regulation, and should for the purpose of such regulation be treated as if they were British ships.

And whereas by an Order in Council, made in pursuance of the said recited Act, and dated the 9th day of January 1863, Her Majesty was pleased to direct—

First,—That the regulations contained in the schedule to the said Act should be modified by the substitution for such regulations of certain regulations appended to the said Order.

 Secondly,—

P. 3. Secondly,—That the said regulations appended to the said Order should on and after the 1st day of June 1863 apply to French ships, whether within British jurisdiction or not.

And whereas by several Orders in Council subsequently made, Her Majesty has been pleased to direct that the regulations appended to the said Order of the 9th of January 1863, shall apply to ships of the following countries, whether within British jurisdiction or not, that is to say—

Austria.	Mecklenburg-Schwerin.
Argentine Republic.	Morocco.
Belgium.	Netherlands.
Brazil.	Norway.
Bremen.	Oldenburg.
Chili.	Peru.
Denmark Proper.	Portugal.
Equator (Republic of the).	Prussia.
France.	Roman States.
Great Britain.	Russia.
Greece.	Schleswig.
Hamburg.	Spain.
Hanover.	Sweden.
Hawaiian Islands.	Turkey.
Hayti.	United States, Seagoing Ships.
Italy.	United States, Inland Waters.
Lubeck.	Uruguay.

And whereas Articles 11 and 13 of the said regulations appended to the said recited Order of the 9th of January 1863 are as follows; that is to say—

Article 11. "If two sailing ships are meeting end on or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other."

Article 13. "If two ships under steam are meeting end on or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other."

And whereas there has been doubt or misapprehension concerning the effect of the said two Articles;

And whereas the Admiralty and the Board of Trade have jointly recommended to Her Majesty to make the following additions to the said regulations for the purpose of explaining the said recited Articles, and of removing the said doubt and misapprehension;

Now therefore Her Majesty, by virtue of the powers vested in Her by the said recited Act, and by and with the advice of Her Privy Council, is pleased to make the following additions to the said regulations by way of explanation of the said two recited Articles; that is to say—

The said two Articles numbered 11 and 13 respectively, only apply to cases where ships are meeting end on, or nearly end on, *in such a manner as to involve risk of collision*. They consequently do not apply to two ships which must, if both keep on their respective courses, pass clear of each other.

The only cases in which the said two Articles apply are when each of the two ships is end on, or nearly end on to the other; in other words, to cases in which *by day* each ship sees the masts of the other in a line or nearly in a line with her own; and, *by night*, to cases in which each ship is in such a position as to see both the side lights of the other.

The said two Articles do not apply, *by day*, to cases in which a ship sees another *a-head* crossing her own course; or *by night* to cases where the red light of one ship is opposed to the red light of the other; or where the green light of one ship is opposed to the green light of the other; or where a red light without a green light, or a green light without a red light is seen a-head; or where both green and red lights are seen anywhere but a-head.

NOTE.—*The above Enclosure in No.* 40 *received the force of Law by Order in Council of Her Majesty, dated* 30 *July* 1868.

— No. 41. —

(M. 6894.)

Admiralty to Board of Trade.

Sir, Admiralty, 14 July 1868.

Having laid before my Lords Commissioners of the Admiralty your letter of 6th instant* (M. 5622), requesting their statutory concurrence in the Order in Council proposed to be issued on the subject of the Rules of the Road at Sea, I am commanded by their Lordships to express to you their concurrence in the same.

* See ante, No. 40.

I am, &c.

The Assistant Secretary, (signed) *H. G. Romaine.*
Marine Department, Board of Trade.

— No. 42. —

(6894.)

Board of Trade to Foreign Office.

Board of Trade, Whitehall,
Sir, 15 July 1868.

Referring to the recent correspondence with the French Government concerning the interpretation of the Rule of the Road at Sea, I am directed by the Board of Trade to enclose the accompanying Draft of an Order which the Board of Trade propose, with the approval of the Admiralty, to lay before Her Majesty at the next Council. This Order, it will be observed, embodies the interpretation of two of the existing rules which, as appears by the correspondence above referred to, is already adopted in France, and which is not only approved, but is deemed to be absolutely necessary by the Admiralty, the Board of Trade, and the Trinity House in this country. It constitutes, as will be seen, no alteration of the rules as adopted by the several maritime nations, but is simply an explanation or amplification of two of them, rendered necessary, not by any ambiguity in the rules themselves, but by a misapprehension which exists among seafaring men in this country of the meaning which, in their belief, the courts of law have put, or are likely to put, on the rules concerning port helm.

See ante, Enclosure in No. 40.

The Under Secretary of State, (signed) *T. H. Farrer.*
Foreign Office.

— No. 43. —

(6894.)

Board of Trade to Trinity House.

Board of Trade, Whitehall,
Sir, 23 July 1868.

I am directed by the Board of Trade to state, for the information of the Deputy Master and Elder Brethren of the Trinity House, that the Government of the Emperor of the French have notified their entire concurrence in the views of the Trinity House, the Admiralty, and this Board, respecting the steering and sailing rules.

The draft of an Order in Council embodying these views will be submitted to Her Majesty at the next Council; and when the Order in Council is passed, it will be binding on the masters and mates of ships in the same manner as the present rules. The

The Government of His Imperial Majesty have, however, suggested some alterations in the Catechism. These alterations are purely verbal, and do not in any way affect the principles agreed to by the Board of Trade, the Trinity House, and the Board of Admiralty; and the Board of Trade think they may be safely made. They have been embodied in the enclosed copies, and the Board are now desirous of receiving the concurrence of the Elder Brethren.

A copy of a paper forwarded from France, and containing the reasons for the alterations, is enclosed.

See *ante*, Enclosure in No. 39.

When the Elder Brethren have expressed their views, a communication will be addressed to the Government of the Emperor of the French, and the Catechism can then be circulated without further delay.

I am, &c.
(signed) *Thomas Gray.*

The Secretary, Trinity House.

— No. 44. —

(No. 6894.)

Board of Trade to Admiralty.

Board of Trade, Whitehall,
23 July 1868.

Sir,

With reference to the last communication from this Board on the subject of the steering and sailing rules, enclosing, amongst other papers, a statement of the reasons entertained by the Government of His Imperial Majesty the Emperor of the French for suggesting certain alterations in the Catechism, I am directed by the Board of Trade to enclose copies of the Catechism altered as suggested.

See *ante*, Enclosure in No. 39.

These alterations are purely verbal, and do not in any way affect the principles involved.

The Board of Trade think that they may be safely agreed to, and on hearing from the Lords Commissioners, a further communication will be addressed to the French Government, and the Catechism can then be circulated without further delay.

I am, &c.
(signed) *Thomas Gray.*

The Secretary, Admiralty.

— No. 45. —

(M. 7568.)

Trinity House to Board of Trade.

Trinity House, London,
5 August 1868.

Sir,

I am directed to acknowledge receipt of your letter (M. 6894), dated 23rd* ultimo, and in reply thereto I am to state, that the Elder Brethren, having carefully examined the observations of the French Imperial Government, are of opinion that the alterations suggested by them are judicious.

* See *ante*, No. 43.

They would, however, propose a little alteration in the wording of answers applicable to the lights, by naming the colours in order, in conformity with seamanlike usage, white, green, and red, and not red, green, and white. They would advise also that the answer to Question 4 be amended, by adding "and where there is the minimum of obstruction from spars and ropes," and would likewise suggest

suggest (unless opposed to the international rules), to add "and not to be shown abaft the gangway," it being most important in taking a vessel among ships at anchor to be able to judge of the length from the bow, if requiring to cross a vessel's hawse. They are also of opinion that Question 17 should follow 14, and that 15 and 16 might with advantage be altered by substituting one question and answer, "that the green and red side lights are, in all respects, similar to those carried by sailing vesssels"; this, however, is merely for the sake of simplicity and brevity. In the answer to Question 18, the Elder Brethren would advise the insertion of the words "side lights only" preceding the present words of the answer. In the answer to Question 35, the Elder Brethren agree with the French Government that an explanatory addition should be made, and they recommend the addition of the words "either at such a distance that her side lights are not within range, or having her side lights obscured on account of their range of visibility being diminished by haze or fog"; it being borne in mind that the absorption of light in the coloured lights is much greater, proportionately, than in the white light at such times.

In the answer to Question 56, after the words, "port if necessary," the Elder Brethren would advise to insert "the engine-room should be warned to stand by, and." The Elder Brethren observe that the Questions 60 and 61 are altered by being numbered 63 and 64, and a new question and answer inserted, number 60. They are of opinion that there is no necessity for this question, which is not included in former copies. The Elder Brethren do not quite see the force of the objections expressed by the French Government to Questions 60 and 61, in original draft, unless they wish to add the saving clause of special circumstances, to which they see no objection.

I am directed, in conclusion, to remark, that the question as to a vessel showing a light to another closing up astern of her was discussed at the time the rules were reconsidered in 1862, and a strong feeling was then expressed by the Elder Brethren that such a case should be provided for, but it eventually fell to the ground. They can, however, see no objection to the limited modification which the French Government suggest, that the vessel ahead should show a white light over her stern until the vessel coming up steered to go clear one way or the other.

I am, &c.
(signed) *J. Inglis*,
Assistant Secretary.

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 46. —

(M. 7375.)

Admiralty to Board of Trade.

Admiralty, 29 July 1868.

Sir,

Having laid before my Lords Commissioners of the Admiralty your letter of 23rd inst.* (M. 6894.), I am commanded by their Lordships to acquaint you, for the information of the Board of Trade, that they see no objection to the alterations being made in the Catechism on the steering and sailing rules, as proposed by the French Government.

*See ante, No. 44.

I am, &c.
(signed) *W. G. Romaine.*

The Assistant Secretary,
Marine Department, Board of Trade.

— No. 47. —

(M. 5622.)

Board of Trade to Foreign Office.

Board of Trade, Whitehall,
9 September 1868.

Sir,

With reference to former correspondence between this Board and the Foreign Office, and between Her Majesty's Government and the Government of the Emperor of the French, on the Regulations for preventing Collisions at Sea, more especially with reference to the "Observations sur le projet de questionnaire du Board of Trade," enclosed in a Despatch from Lord Lyons, and forwarded to this Board in your letter of the 30th May last, I am directed by the Board of Trade to state, for the information of Lord Stanley, that this Board, the Board of Admiralty, and the Elder Brethren of the Trinity House, have given full consideration to the "observations" referred to; and that the three Boards concur in the opinions therein expressed.

The Board of Trade have therefore altered the Catechism, and have re-arranged some of the questions and answers in a manner that will, in their opinion, meet the approval of the French Government.

I am now to enclose six copies of the Catechism, as amended, and to suggest that they may be forwarded to the French Government for their final approval. On hearing that the French Government approve of the enclosed, the Board of Trade will cause it to be circulated amongst persons interested in ships and shipping in this country.

No. 52.

I am, &c.
(signed) *Thomas Gray.*

The Under Secretary of State,
Foreign Office.

— No. 48. —

(M. 9694.)

Foreign Office to Board of Trade.

Foreign Office, 27 October 1868.

Sir,

I am directed by the Secretary of State for Foreign Affairs to transmit to you, for the information of the Lords of Trade, the accompanying Despatch, which has been received from Her Majesty's Minister at Hamburg, reporting that the government of that city had altered its regulations for preventing collisions at sea. The enclosed paper being sent in original, I am to request that it may be eventually returned to this office.

No. 32, Commercial.

I am, &c.
(signed) *G. Hammond.*

The Secretary to the Board of Trade.

Enclosure 1, in No. 48.

(Commercial, No. 32.)

Hamburg, 23 October 1868.

My Lord,

The Government of Hamburg having in conformity with the revised Articles 11 and 13 of the British Regulations for preventing Collisions at Sea, altered its own Regulations relative to the same matter, I have the honour to lay before your Lordship a copy in translation of an official note which I have received from Mr. Syndic Merck, notifying such alteration, together with two copies of the new Ordinance of the Senate, under date of the 16th instant, accompanied by a translation.

2 & 3.
4.

I have, &c.
(signed) *John Ward.*

The Right Hon. Lord Stanley,
&c. &c. &c.

Enclosure 2, in No. 48.

(Translation.)

Syndic Merck to Mr. *Ward*.

Hamburg, 19 October 1868.

THE undersigned Syndic has had the honour to lay before the Senate the British Order in Council of the 30th July last, communicated by Mr. Consul Annesley's note of the 31st August, whereby the Articles 11 and 13 of the British Regulations for Preventing Collisions of Sea-going Ships have been explained and enlarged; and the Senate having, in order to establish a similarity of proceeding, likewise issued a supplementary Ordinance to the Hamburg Ordinance of the 1st of May 1863, he now does himself the honour to transmit to Her Britannic Majesty's Minister, Resident Mr. Ward, two copies of that supplementary Ordinance for his information, and gladly embraces this occasion, &c.

(signed) *C. H. Merck*, D.

Enclosure 3, in No. 48.

(No. 42.)

(Translation.)

HAMBURG COLLECTION OF LAWS.—PART I.

16 October 1868.

SUPPLEMENT to the revised Ordinance of May 1st 1863, relative to the giving way of ships meeting each other at sea.

If two sailing ships are meeting end on, so that each of the two ships sees only the jib and the foresail of the other ship, and there is consequently risk of collision, the helms of both ships shall be put to port, so that each may pass on the port side of the other.

So, likewise, if two ships under steam are meeting end on, the helms of both shall be put to port, so that each may pass on the port side of the other.

It should be understood that this Ordinance can only take effect when two ships are actually meeting end on; that is, if by day each of the two ships sees the masts of the other in a line, or nearly so, and if by night each ship sees both the side lights of the other. The Ordinance does not apply to ships which, although they approach each other in their courses, would still pass free of each other in holding their courses respectively.

Given in the Assembly of the Senate at Hamburg the 16th of October 1868.

— No. 49. —

(M. 10,069.)

Foreign Office to Board of Trade.

Sir, Foreign Office, 7 November 1868.

I AM directed by the Secretary of State for Foreign Affairs to transmit to you, for the information of the Lords of Trade, the accompanying copy of a note which has been received from M. Delzanni by Her Majesty's Minister at Athens, acknowledging the receipt of the Order in Council, explanatory of Articles 11 and 13 of the Regulations for preventing Collisions at Sea.

In No. 22.

I am, &c.

The Secretary to the Board of Trade. (signed) *James Murray*.

Enclosure in No. 49.

Monsieur le Ministre, Athènes, 12/24 Octobre 1868.

EN réponse à l'office que vous avez bien voulu m'écrire en date du 3 Septembre de l'année courante, j'ai l'honneur de vous informer que l'ordonnance explicative des Articles 11 et 13 des Réglements pour Prévenir les Rencontres en Mer, a été portée à la connaissance des marins Hellènes.

Veuillez, &c.

Hon. E. M. Erskine, &c. &c. &c. (signé) *P. Delzanni*.

— No. 50. —

(M. 10,501.)

Foreign Office to Board of Trade.

Sir, Foreign Office, 24 November 1868.

No. 69, Commercial.

With reference to your letter of the 17th of August last, I am directed by the Secretary of State for this department to transmit to you, for the information of the Lords of the Committee of Privy Council for Trade, a Despatch with its enclosure from Her Majesty's Ambassador at St. Petersburgh, reporting the adherence of the Russian Government to the terms of the Order in Council for the prevention of collisions at sea.

I am to request that the enclosed papers may be returned to this office when done with.

I am, &c.

The Secretary to the Board of Trade, (signed) *G. Hammond.*
&c. &c. &c.

Enclosure 1, in No. 50.

(Commercial, No. 69.)

My Lord, St. Petersburgh, 18 November 1868.

With reference to your Lordship's Circular Despatch marked "Commercial," of the 25th of August last, I have the honour to transmit herewith to your Lordship the copy of a note from M. de Westmann, informing me that the document containing the interpretations which the Queen has been pleased to sanction of Articles 11 and 13 of the Regulations for Preventing Collisions at Sea had been communicated to the Minister of Marine, from whom a report has since been received, stating that the Emperor has been pleased to order that the analogous regulations in force in Russia from the 4th of March 1863 shall be completed in conformity with the above-mentioned interpretations.

I have, &c.

The Lord Stanley, M.P., (signed) *Andrew Buchanan.*
&c. &c. &c.

Enclosure 2, in No. 50.

(M. 10,501.)

M. l'Ambassadeur, St. Petersbourg, le 517 Novembre 1868.

Le Ministère des Affaires Etrangères s'est empressé de transmettre à celui de la Marine l'exemplaire qui avait accompagné la note de l'Ambassade d'Angleterre du 27 Août—7 Septembre, et qui contient les interprétations sanctionnées par S. M. la Reine des Art. 11 et 13 du Réglement adopté pour Prévenir les Collisions des Navires en Mer.

J'ai l'honneur d'informer aujourd'hui V. E. d'après une communication du Ministère de la Marine, que S. M. l'Empereur a daigné donner son autorisation à ce que le Réglement analogue en vigueur en Russie depuis le 4 Mars 1863 soit complété conformément aux dites interpretations.

Veuillez, &c.
(signé) *Westmann.*

— No. 51. —

(M. 592.)

Foreign Office to Board of Trade.

Sir, Foreign Office, 15 January 1869.

In Commercial, 9 Jan. 1869.

I am directed by the Secretary of State for this department to transmit to you, for the information of the Lords of the Committee of Privy Council for Trade, a copy and translation of a notice recently issued by the King of Sweden, and received from Her Majesty's Consul General at Christiania, respecting certain additions which have been made to the Order of the 22nd of June 1863, regarding the rules of the road at sea, and fog and night signals.

I am, &c.
(signed) *James Murray.*

The Secretary to the Board of Trade,
&c. &c. &c.

Enclosure in No. 51.

(Translation.)

We, Charles, by the Grace of God King of Norway and Sweden, the Goths and the Vandals, make known that the following additions have been made to the Placard of the 22nd of June 1863, respecting the rules for night and fog signals, as well as steering, to prevent collision.

The Rules in sections 11 and 13 of the Placard of the 22nd of June 1863, are only to be used when ships steering opposite courses (or nearly so) meet each other, so that danger of collision may be apprehended. They are, therefore, not applicable to ships, which, by steering their respective courses, would go clear of each other.

The above-named sections are only applicable, therefore, in the day-time, when two ships steering opposite courses, or nearly so, and each sees the other's masts in a line with her own, or nearly so; and at night when two ships are in such a position that each sees both the other's side lights.

The two above-mentioned sections are not applicable by daylight, when one ship sees another ahead crossing her course; and at night, when the red light of one ship is seen on the same side as the red light of the other; or the green light of one ship on the same side as the green light of the other. Or when a red light only is seen ahead, or a green light only is seen ahead. And, finally, when both the green and red lights are seen, but not ahead.

All concerned have, hereafter, to conform to these rules.

Given at the Palace at Stockholm, the 12th of December 1868.

(signed) *Carl.*

— No. 52. —

(M. 1594.)

Foreign Office to Board of Trade.

Sir, Foreign Office, 13 February 1869.

With reference to your letter of the *9th of September last (M. 5768. 5622), I am directed by the Earl of Clarendon to transmit to you, to be laid before the Lords of Trade, copy of a Despatch from Lord Lyons, reporting the result of his Excellency's communication to the French Government in the matter of the Rules for Preventing Collisions at Sea.

* *See ante*, No. 47.

No. 47.

I am, &c.

(signed) *Arthur Otway.*

The Secretary to the Board of Trade.

Enclosure in No. 52.

(Commercial, No. 47.)

My Lord, Paris, 11 February 1869.

With reference to my Despatch (No. 292, Commercial) to Lord Stanley, of 14th September 1868, and to Lord Stanley's Despatch (No. 73, Commercial) of the 11th September 1868, and to my Despatch to Lord Stanley (No. 144, Commercial), of the 28th May 1868, respecting the Rules for Preventing Collisions at Sea, I have the honour to forward herewith a copy of a note which I have received from the Imperial Minister for Foreign Affairs.

Your Lordship will perceive from this note that the Imperial Government have adopted the Catechism as re-arranged by the Board of Trade, but desire to maintain certain reserves and modifications with regard to some articles.

I have, &c.

(signed) *Lyons.*

The Earl of Clarendon, K.G.

Enclosure 2, in No. 52.

M. l'Ambassadeur, Paris, 10 Fév. 1869.

V. E. a bien voulu transmettre à mon prédecesseur le 14 Septembre dernier, le questionnaire préparé par les soins du Board of Trade, et destiné à fixer l'interprétation du règlement international du 25 Octobre 1862, sur ces abordages en mer.

Ce document, dont le Board of Trade avait modifié sur quelques point le texte primitif, dans le sens de diverses observations présentées par le Conseil d'Amirauté de l'Empire, avait été communiquée à M. le Ministre de la Marine et des Colonies qui vient seulement de une faire connaître sa réponse; il en résulte que le Conseil d'Amirauté, saisi de l'examen du nouveau projet de questionnaire, a émis l'avis qu'il y avait lieu de l'adopter, en maintenant toutefois la réserve qu'il avait antérieurement formulée en ce qui concerne les divers articles qui portant l'impreinte de la législation Anglaise, doivent être remplacés dans la publication Française du questionnaire par des dispositions analogues, mais conformes à la législation de l'Empire.

Je m'empresse M. l'Ambassadeur de vous informer de l'accord qui se trouve ainsi établi entre les administrations des deux pays au sujêt de ce questionnaire qui précisant, par demandes et réponsés les ces d'application des principes consecrés dans le règlement de 1862, doit en rendre l'usage plus facile et plus éfficace.

Quant aux Articles 11 et 13 du même règlement sur l'interprétation desquels le gouvernement de S. M. B. a spécialement publié l'Ordre en Conseil dont le texte accompagnait la lettre de V. E., en date du 29 Août de l'année dernière, ils ont été soumis également à l'examen du Conseil d'Amirauté de l'Empire qui a émis l'avis suivant.

Considérant qu'il importe de conserver le plus de concision possible au règlement sur les abordages et que le sens entier de l'addition Anglaise parait être compris dans les termes suivants.

Les Articles 11 *et* 13 *ne s'appliquent pas aux navires qui peuvent continuer, sans s'aborder à courir chacun leur route primitive.*

Que d'ailleurs les détails relatifs à l'aspect des mâts ou des feux, donnés dans cette addition, ont leur véritable place dans le questionnaire recemment adopté.

Est d'avis de borner à l'insertion sous forme de nota d'une phrase analogue à celle donnée ci-dessus l'addition projetée au règlement du 25 Octobre 1862, sur les abordages.

M. l'Amiral Rignault de Genouille m'a fait savoir qu'il avait adopté ces conclusions et que le nota dont il est question serait ajouté dans l'édition Française du règlement de 1862. Je serais très obligé à V. Ex. de porter ces dispositions à la connaissance de son gouvernement.

Agréez, &c.

S. Ex. Lord Lyons, (signé) *Lavalette.*
&c. &c.

— No. 53. —

(M. 1594.)

Board of Trade to Foreign Office.

Collisions.

Board of Trade, Whitehall,
Sir, 9 March 1869.

I am directed by the Board of Trade to acknowledge the receipt of your letter of the *13th ultimo, enclosing a copy of a Despatch from Lord Lyons, of the 10th ultimo.

* See ante, No. 52.

That Despatch relates to two distinct documents, viz., first, to the series of questions and answers prepared by this Board for the examination of applicants for certificates of competency as masters and mates of merchant ships, concerning their knowledge in the Rule of the Road at Sea, and referred to in former correspondence as the Catechism; and, secondly, to the explanatory Order in Council of Her Majesty, dated the 30th July 1868.

With regard to the Catechism, it appears that, so far as it relates to the international rules, the Council of the Admiralty of France have advised its adoption in France.

The Board of Trade, therefore, propose to issue it without further delay.

In it there are, in addition to the questions on the international rules, certain questions and answers referring expressly to the provisions of the English Statute. The questions and answers referring expressly to English Statute Law will not, of course, be printed in the French version; and it rests, as the Council of the Admiralty observe, and as has all along been understood, for the Imperial Government of France, when issuing a French version of the Catechism, to replace the questions

questions and answers relating to English Statute Law, by questions and answers conforming to the legislation of the French Empire.

With regard to the Order in Council (the second document referred to in his Lordship's Despatch), it appears to the Board of Trade that the only point now for consideration refers to the best method of adding to the French version of the international rules, the substance of the order already promulgated in England. The substance of the English Order, which is not an addition of new matter to the rules, but is merely an explanation of them, was, as Lord Clarendon is aware, duly submitted for the consideration of the French Government; and, after the French Government had expressed their concurrence therein, received the force of law in this country by Order in Council.

The Council of the Admiralty of the French Empire observe, that the whole meaning of the recent English order is contained in the following words: viz. "The Articles 11 and 13 (of the Regulations for the Prevention of Collisions at Sea) do not apply to ships which can pass clear of each other without fear of collision," and the Council think that the addition of a note in these words to the original regulations will, in the case of France, be sufficient to give effect to the explanation agreed to between the two Governments, and promulgated by the English Order in Council.

The only observation the Board of Trade have to make on this point is as follows, viz.: That in this country an Order in Council is necessary under the provisions of the Statute to give legal effect to any explanation of, or addition to, the rules, but that if the advisers of the French Government think that the mere addition to the existing French version, of a note containing the words quoted, will, in the case of France, have the effect of giving the explanation the force of law, such a note will undoubtedly be sufficient, in lieu of the more cumbrous wording of the English Order.

In short, it is for each country to act in such a manner as her laws and method of procedure may require, in order to promulgate and give effect to the explanation of the rule.

The Under Secretary of State,
Foreign Office.

I have, &c.
(signed) *Thomas Gray.*

— No. 54. —

(M. 2060.)

Edward Holland, Esq., to Board of Trade.

The Union Club, Trafalgar-square,
2 March 1869.

Dear Sir,

I MUST be allowed an expression of regret at your refusal to take into consideration the Rule of the Road at Sea, as brought last week before the House of Commons by Sir J. Hay. Your reply to that gallant gentleman cannot be looked upon as satisfactory by any one who has investigated the present working of these rules. Although, like yourself, no sailor, I have been so struck with the frequency of collisions at sea, that I determined upon ascertaining what there was in the regulations admitting of their constant occurrence, and I found that the rules which were enacted in 1862 are framed contrary to the custom of the sea and the practice of seamen; not with regard to steam ships only, but the rule for sailing ships, which had obtained for centuries, was altered at the same date. Now, had Sir J. Hay's request of an inquiry into the causes of collisions been acceded to, this would have been made evident.

For the last two years and a-half I have paid much attention to the subject of collisions at sea, and I have six times in the House of Commons, either moved for papers or asked questions of Government connected with these Rules of the Road; but on each occasion of my doing so, I have received either an evasive reply, or have had a promise, which has never been fulfilled, of the papers being forthcoming after communications (which were pending) had taken place with France and other governments.

I now beg to call your attention to the fact, that the Rules of the Road at Sea, common to other nations with ourselves, have been altered and amended without

communication with those nations [the Order of 4th August 1868, is an instance of this]; and that, therefore, the grounds on which you declined the consideration of Sir J. Hay's suggestions surely are not tenable.

From the single wish to frame regulations, such as may prevent the loss of life at sea to the fatal extent which at present prevails, I pray you, Sir, to give the question of Rule of Road at Sea your best consideration.

I remain, &c.
(signed) *Ed. Holland.*

The Right Hon. John Bright, M.P.

— No. 55. —

(M. 2060.)

Board of Trade to *Edward Holland*, Esq.

Board of Trade, Whitehall,
9 March 1869.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the *2nd instant, addressed to the President of this Board, with reference to Sir John Hay's recent question in the House of Commons respecting the Rule of the Road at Sea, and urging a revision of that rule.

* See ante, No. 54.

In reply, I am to inform you, that the Board of Trade are not aware that Sir John Hay, by his question to which you refer, made any request for an inquiry to be held into the causes of collisions at sea, and that, so far as they are aware, the Rule of the Road at Sea has neither been altered nor amended since the passing of the Order in Council of the 9th January 1863.

I am further to state, that the existing Rule of the Road at Sea was not adopted until after the best professional assistance and advice, both in this country and abroad, had been obtained; and that, so far as the Board of Trade are at present advised, no proposals are likely to be entertained for altering it.

In conclusion, I am to inform you, that the papers on this subject are now very nearly ready to be laid on the Table of the House of Commons.

I am, &c.
(signed) *Thomas Gray.*

Edward Holland, Esq.,
Union Club, Trafalgar-square.

— No. 56. —

NOTICE and CATECHISM as finally issued by the Board of Trade.

REGULATIONS respecting LIGHTS and FOG SIGNALS and STEERING and SAILING RULES.

HEADS of EXAMINATION for the Use of Examiners in Seamanship.

(As concurred in by the Government of the Emperor of the French.)

NOTICE.

THE Board of Trade have recently had their attention drawn to the necessity of a more strict examination of applicants for certificates of competency in their knowledge of the regulations for preventing collisions at sea.

In order that the Rule of the Road at Sea may be better understood, and that a uniform system of examination may prevail, the Board of Trade have issued the following Catechism:—

This

This Catechism has received the approval of the Trinity House and Admiralty in England, and of the Council of the Admiralty of France.

The Board of Trade attach very great importance to a thorough knowledge of the steering and sailing rules on the part of every applicant for a certificate of competency, and a thorough examination on the part of the examiners.

All applicants for examination, whether for certificates as masters or mates, are to be examined as to their knowledge of the steering and sailing rules each time they present themselves for examination.

Questions suggested by the following heads of examination are to be asked in addition to, and are not to supersede, any other questions proper and necessary to be asked by the examiner.

The following questions need not be adhered to literally by the examiner, and are not all to be asked; but the substance of the leading questions should be asked, and all that are asked should be satisfactorily answered, before an applicant is reported to have passed his examination. The examiner should make such a selection of the questions as each case appears to him to require.

(signed) *Thomas Gray*,
Assistant Secretary.

Board of Trade, Marine Department,
11 March 1869.

N.B.—Copies of this Catechism should be demanded by all superintendents in the usual manner, and distributed gratuitously to any person applying for them.—*T. G.*

Heads of Examination in Regulations respecting Lights and Fog Signals and in the Steering and Sailing Rules.

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1. What light or lights are required by the regulations to be exhibited by sailing vessels at anchor in a roadstead or fairway?—One light only; viz. a white light.

2. What light or lights are required by the regulations to be exhibited by steam ships in a roadstead or fairway at anchor?—The same as for sailing vessels.

3. Where is the anchor light to be exhibited?—Where it can best be seen. It must of course be placed where there is the least possible chance of obstruction from spars, ropes, &c. &c.

4. To what height may the anchor light be hoisted?—It may be exhibited at a height of 20 feet above the deck, but not higher.

5. What is the description of the lantern containing the anchor light required by the regulations?—Globular.

6. In what direction or directions must the anchor light show?—It must show a clear, uniform, and unbroken light, visible all round the horizon.

7. At what distance must it be visible?—At least one mile.

8. What is the number of lights required by the regulations to be carried by sailing ships when under weigh at night?—Two.

9. Of what colour are these lights, and how are they to be placed on board the ship?—A green light on the starboard side, and a red light on the port side.

10. What description of light must be shown from the sides of sailing vessels under weigh; and over how many points of the compass, and in what directions, and how far, are they required to show?—Each light must be so constructed as to show an uniform and unbroken light over an arc of the horizon of 10 points of the compass; so fixed as to throw the light from right ahead to two points abaft the beam on the starboard and port sides respectively; and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles.

11. What lights are they to carry when being towed at night?—The same.

12. Are the side lights required to be fitted with screens; and if so, on what side, and of what length, and how?—Yes, on the inboard side; at least three feet in length, measuring forward from the light. They are to be so fitted as to prevent the coloured lights from being seen across the bows.

13. What is the number of lights required by the regulations to be carried by steam ships when under steam at night?—Three lights.

14. Of what colour are these lights, and how are they to be placed on board the ship?—White at the foremast-head, green on the starboard side, and red on the port side.

15. Over how many points of the compass, in what direction, and how far, is the foremast-head light of a steamer required to show?—Over 20 points, viz. from right ahead to two points abaft the beam on both sides. It must be of such a charcter as to be visible on a dark night, with a clear atmosphere, at a distance of at least five miles.

16. Are they required to be fitted with screens; and if so, on which side, and of what length?—The green and red lights are to be fitted with screens on the inboard side, extending at least three feet forward from the light, as in the case of sailing vessels.

17. Over how many points of the compass, in what directions, and how far, are the coloured side lights of steamers required to show?—Each light must be so constructed as to show an uniform and unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard and port sides respectively, and of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least two miles.

18. What description of lights are steamers required by the regulations to carry when they are not under steam, but under sail only?—Side lights only the same as sailing vessels.

19. What exceptional lights are to be carried by small sailing vessels in certain cases?—Whenever, as in the case of small vessels during bad weather, the green and red lights cannot be fixed, these lights shall be kept on deck, on their respective sides of the vessel, ready for instant exhibition, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side, nor the red light on the starboard side.

To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the colour of the light they respectively contain, and shall be provided with suitable screens.

21. What description of light are sailing pilot vessels required to carry?—Sailing pilot vessels are not to carry coloured side lights, but a white light like an anchor light, and to burn a flare up every 15 minutes.

22. What lights are open boats and fishing boats required to carry?—Open fishing boats and other open boats shall not be required to carry the side lights required for other vessels; but shall, if they do not carry such lights, carry a lantern having a green slide on the one side and a red slide on the other side; and on the approach of or to other vessels such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side, nor the red light on the starboard side. Fishing vessels and open boats when at anchor, or attached to their nets and stationary, shall exhibit a bright white light.

23. May open boats use a flare up?—Yes, if considered expedient.

24. Is the flare up to be shown by open boats instead of or in addition to the lantern with the coloured slides?—The flare up must be in addition to the lantern with the two coloured slides.

25. What lights are steam ships required to carry when towing other ships?—Steam ships, when towing other ships, shall carry two bright white mast-head lights vertically, in addition to their side lights, so as to distinguish them from other steam ships. Each of these mast-head lights shall be of the same construction and character as the mast-head lights which other steam ships are required to carry.

26. Are sailing vessels required to use any signals when at anchor or when sailing in thick weather or in a fog; and if so, what are they?—Yes; a fog horn and a bell.

27. When is each sort of signal to be used?—The fog horn is to be sounded when under weigh in a fog, and the bell when in a fog and not under weigh.

28. How often are the fog signals of sailing vessels to be sounded?—As often as necessary, but every five minutes at least.

29. Are steam ships required to use any signals in a fog or in thick weather; and if so, what are they?—Yes, a steam whistle and a bell.

30. When is each signal to be used?—The steam whistle to be sounded when under weigh, and the bell when not under weigh.

31. How often are the fog signals of steamers to be sounded?—As often as necessary, but every five minutes at least.

32. At what height above the deck is the steam whistle to be placed, and where?—Not less than eight feet above the deck. Before the funnel.

33. What other precaution is to be observed by steamers when steaming in a fog?—The regulations require that steam ships in a fog shall go at a moderate speed.

34. What precaution is to be taken by steamers approaching another vessel?—If there is risk of collision, the steamer is to slacken speed, or if necessary, stop and reverse.

35. If you see a white light alone, what does it denote as regards the ship carrying it?—It denotes the presence of a vessel at anchor; or a pilot vessel; or a fishing vessel attached to her nets; or it may be the foremast-head light of a vessel, under steam, with her side lights not within sight on account of distance, fog, &c.

36. If you see a green or a red light without a white light, or both a green and a red light without a white light, is the vessel carrying the light or lights seen, a vessel under steam or a vessel under sail?—A vessel under sail.

37. How do you know?—Because there is no white light at the foremast-head.

38. If you see a white light over a coloured light, is the vessel a vessel under sail or a vessel under steam?—A vessel under steam; the mast-head light denotes that the vessel is under steam.

[The examiner will then take one model of a vessel, which he will place on the table, and call it A. He will then take the mast or stand with a white and a red ball on it, and place it at the other end of the table, and call it B.

The examiner should be careful that the model of one vessel only is used when the questions numbered 39 to 49 are asked.]

39. A is a steamer going north, seeing a white light and a red light ahead at B. Are A and

and the vessel showing the two lights B meeting end or nearly end on, or is B passing A, or is B crossing the path of A, and in what direction; and how do you know?—Passing to port, because if I see a red light ahead I know that the head of the vessel carrying that red light must be pointing away in some direction to my own port or left hand; the ship showing the red light has her port or left side more or less open to A.

40. If A is going north, within what points of the compass must the vessel B showing the white and red lights be steering?—B must be going from a little W. of S. to W.N.W.

41. How do you know this?—Because the screens, being properly fitted, I could not see the red light of B at all with the vessel's head in any other direction.

42. Is the steamer A to starboard, or to port, or to keep on?—To do neither suddenly; but, if anything, to port a little.

43. Why?—To bring the red light of A to the red light of the stranger B.

[The Examiner should then explain that if the steamer A starboards she will run across the path of the vessel carrying the lights B, because the vessel showing the red light must be passing to port.]

[The Examiner should now substitute the mast with the white ball and green ball for the mast with the white ball and red ball. One ship only is still to be used.]

44. A is a steamer going north, and seeing a white and green light ahead. Are A and B meeting, or is B passing A, or is B crossing the course of A, and in what direction; and how do you know?—B is passing to starboard of A, because if I see a green light ahead I know that the head of the vessel carrying that green light must be pointing away in some direction to my starboard or right hand. The ship showing the green light has her right or starboard side more or less open to me.

45. As A is going north, within what points of the compass must the vessel showing the white and green lights be steering?—B must be going from a little E. of South to E.N.E.

46. How do you know?—Because the screens, being properly fitted, I cannot see the green light at all with the vessel's head in any other direction.

47. Is the steamer A to starboard, or to port?—To do neither suddenly; but, if necessary, to starboard.

48. And why?—To show her green light to the stranger's green light. There can be no danger of collision when the green light of one vessel is opposed to the green light of another.

49. What would be the result if you ported to a green light ahead?—I should probably run right across the path of the vessel carrying the green light.

[The Examiner should then explain that A must not port, because as the vessel showing the white and green lights B must be passing to starboard, A would run across the path of B by porting.]

[The Examiner should now place the models of two steamers on the table meeting end on. One he should call A, and the other B.]

50. If a steamer A sees the *three* lights of another steamer B ahead, or nearly ahead, are the two steamers meeting, passing, or crossing?—Meeting end on, or nearly end on.

51. Do the regulations expessly require the helm of a ship to be put to port in any case; and if so, when?—Yes; in the case of two steamers or two sailing vessels meeting end on, or nearly end on.

52. Do they expressly require the helm of a ship to be put to port in any other case; and if so, in what other?—No; the use of the port helm is not in any other case expressly required by the regulations.

[The Examiner should then explain that the only case in which port helm is mentioned in the regulations is in Articles 11 and 13 for two ships meeting end on, or nearly end on.]

53. If you port to a green light ahead, or anywhere on your starboard bow, and if you get into collision by doing so, do you consider that the regulations are in fault?—No; because the regulations do not expressly require me to port in such a case, and because by porting I know that I should probably and almost certainly run across the other vessel's path, or run into her.

[The Examiner should see the candidate put the models in the positions indicated by the questions 54 and following.]

54. If a steamer A sees another steamer's red light B on her own starboard side, are the steamers meeting, passing, or crossing; and how do you know?—Crossing, because the red light of one is opposed to the green light of the other; and whenever a green light is opposed to a red light, or a red light to a green light, the ships carrying the lights are crossing ships.

55. Is A to stand on; and if not, why not?—A has the other vessel B on her own starboard side. A knows she is crossing the course of B, because she sees the red light of B on her (A's) own starboard side. A also knows she must get out of the way of B, because Article 14 expressly requires that the steamer that has the other on her own starboard side shall keep out of the way of the other.

56. Is A to starboard or to port in such a case?—A must do what is right so as to get herself out of the way of B; she must starboard if necessary, or port if necessary; and she must stop and reverse if necessary.

57. If A gets into collision by porting, will it be because she is acting on any rule?—No; the rule does not require her to port. If she ports, and gets into collision by porting, it is not the fault of any rule.

58. If a steamer A sees the green light of another steamer B on her own (A's own) port bow, are the two steamers meeting, passing, or crossing; and how do you know?—Crossing, because the green light of one ship is shown to the red light of the other.

59. What is A to do, and why?—By the rule contained in Article 18 of the Regulations, A is required to keep her course, subject only to the qualification that due regard must be had to all dangers of navigation; and that due regard must also be had to any special circumstances which may exist in any particular case rendering a departure from that rule necessary in order to avoid immediate danger. The crossing ship B on A's port side must get out of the way of A, because A is on B's starboard side.

60. A, a steamer, sees the green light of another steamer, B, a point on her, A's, port bow. Is there any regulation requiring A to port in such a case, and if so, where is it to be found?—There is not any.

61. Are steam ships to get out of the way of sailing ships?—If a steamer and a sailing ship are proceeding in such direction as to involve risk of collision, the steamer is to get out of the way of the sailing ship.

62. What is to be done by A, whether a steamer or sailing ship, if overtaking B?—A is to keep out of the way of B.

63. When by the rules one of two ships is required to keep out of the way of the other, what is the other to do?—To keep her course.

64. Is there any qualification or exception to this?—Yes; due regard must be had to all dangers of navigation, and to any special circumstances which may exist in any particular case to avoid immediate danger.

65. Is there any general direction in the steering and sailing rules; and if so, what is it?—Yes, it is this; that nothing in the rules shall exonerate any ship, or the owner, master, or crew thereof, for the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

66. Can you repeat article (——) of the regulations. I refer to the article containing the rule for (——)?

[The Examiner should repeat this question, naming a different article each time.]

67. What does the Act of Parliament provide as to the obligation of owners and masters in obeying the regulations respecting lights, fog signals, and steering and sailing?—Section 27 of "The Merchant Shipping Act Amendment Act, 1862," provides that owners and masters shall be bound to obey the regulations, and it also provides that in case of wilful default by the master or owner, he shall be deemed to be guilty of a misdemeanour for each infringement.

68. What do breaches of the regulations imply?—If an accident happens through non-observance of the regulations, it implies wilful default on the part of the person in charge of the deck at the time, unless it is shown to the satisfaction of the court hearing the case that the special circumstances of the case rendered a departure from the rules necessary.

69. If collision ensues from a breach of the regulations, who is to be deemed in fault for the collision?—The person by whom the regulations are infringed, unless the court hearing the case decides to the contrary.

70. Do the regulations apply to sea-going ships in harbours and in rivers?—Yes; unless there is any rule to the contrary made by a competent authority.

71. Do they apply to British ships only?—No; to foreign ships as well.

72. When did the present regulations come into operation?—On the 1st June 1863.

73. Do you know where the present regulations are to be found?—Yes, in "The Merchant Shipping Act Amendment Act, 1862," and the Order in Council of the 9th January 1863. Copies are given away on application to the Board of Trade.

74. Is one ship bound to assist another in case of collision?—Yes.

75. What is the penalty for default?—If the master or person in charge of the ship fails to render assistance without reasonable excuse, the collision is, in the absence of proof to the contrary, to be deemed to be caused by his wrongful act, neglect, or default.

76. Is there any other penalty attached to not rendering assistance?—Yes; if it is afterwards proved that he did not render assistance, his certificate may be cancelled or suspended by the court investigating the case.

77. Is it not expected that you should understand the regulations before you take charge of the deck of a ship?—It is.

78. Why?—If I do not understand them and am guilty of default, the consequences will be very serious to me.

79. What would be a serious offence?—To cause a collision by porting the helm when not required to port by the regulations, and without due consideration.

— No. 57. —

The Board of Trade have also issued, in the form of a Pamphlet, 1st, the Order in Council (Enclosure in No. 40); 2nd, the "Remarks" (Enclosure in No. 14); and, 3rd, the Memoranda and Diagrams (Enclosures 1 and 2, in No. 27).

COPY of CORRESPONDENCE concerning the
of the ROAD at SEA, and of ORDERS in Co
REGULATIONS, or INSTRUCTIONS recently
with respect thereto.

(*Mr. John Bright.*)

Ordered, by The House of Commons, *to be Print*
1 *April* 1869.

[*Price* 3*s.*]

RULE OF THE ROAD AT SEA.

RETURN to an Order of the Honourable The House of Commons, dated 3 May 1869;—*for*,

COPY "of OBSERVATIONS by Mr. *William Stirling Lacon* in 1867, respecting the REGULATIONS for Preventing COLLISIONS at SEA; together with COPIES of a LETTER from Sir *John Hay* to the President of the Board of Trade, dated 11th February 1869; and, of a LETTER from Mr. *William Stirling Lacon* to the Board of Trade, dated 17th March 1869, on the same subject (in continuation of Parliamentary Paper, No. 115, of the present Session)."

Board of Trade,
8th May 1869.

T. H. FARRER.

— No. 1. —

Mr. *Lacon* to the Board of Trade.

OBSERVATIONS by *William Stirling Lacon*, Union Club, respecting the REGULATIONS for Preventing COLLISIONS at SEA.

THE object of a Law, is not to interfere with, or direct the Navigation of Ships—but to declare what each Ship must at all times BE PREPARED to do, (until all danger of collision is avoided)—

It is impossible to answer the annexed questions, without a definition of "*nearly end on*"—It is impossible also to tell when Rule 13 ends and Rule 14 begins and vice versâ—

The whole of these 427 questions may be met as follows—

If a Steamer has another

A head - - - - -	Port
On her port side - - - -	Port
On her starboard side - - -	Starboard and *stop* (if necessary)

no Steamer would thus cross the *path of another*, or present her *stem* to another —and should they collide through proximity from fog, or otherwise,—*it would be broadside to broadside, with their helms different ways.*—

As regards Sailing Ships, although in my communications to the Board of Trade, I recommended the insertion of the words *underlined* in the annexed paper,* it was simply because I found them there in the old Rule, and I supposed they were put there for some good reason, but I submit whether these *words should not be omitted*, and the rule made *inflexible*, that the Ship on the Port tack, or having the wind on the Port side, should give way, (there is difficulty in this Rule, whether they *remain*, or are *omitted*).

I think No. 18 of the Old Rules mischievous,† and therefore I have omitted it,

* Those words are as follows, viz.:—"Except in the case in which the Ship with the wind on the "port side is close hauled and the other ship free, in which case the latter ship shall keep out of "the way:"

† Rule 18 is as follows, viz.:—"Where by the above Rules One of Two Ships is to keep out of the "Way, the other shall keep her Course, subject to the Qualifications contained in the following "Article."

it, in the Rules which I have submitted, although in these Rules, a Steam Vessel having another on her Port side is *to go on.* yet it is accompanied with an obligation to Port (if necessary) until all danger of collision, is avoided—and as regards a Steamer and Sailing Ship, a Sailing Ship ought not to be condemned for doing his best to avoid a Collision (which is now the case by the decision of the Privy Council)

My reasons for suggesting other alterations in the existing Rules are detailed in a letter to the Board of Trade dated April 10th.

It will be noticed—the *simplicity* of the suggested Rules—so that they can be easily understood by the commonest Merchant Captain—and *dependence* is not *entirely* placed upon *lights*, and what a man *sees.*

Rule 2, Art. 11.—The Law must throw upon the Vessel showing a *Green Light*—the *onus* of stopping—but this she need not do—after she has made out the *Green Light* of the other, and all danger of collision is avoided

Rule 3, Art. 11.—The Law as proposed by me, says. that if one Vessel is showing a *red light*, and the other *a green light* the one shall *Port* and the other *Starboard and stop* this is only while one or both is *uncertain* as to *distance* when they are *certain*, and all danger of Collision is avoided, the Law does not prevent, their starboarding in the former case, and porting in the latter, and recovering their *courses* as quickly as possible.

— No. 2. —

(M. 1606.)

Sir *John Hay* to Mr. *Bright.*

108, St. George's-square, S.W.,
Dear Mr. Bright, 11 February 1869.

You may have observed that I have given notice of a question in regard to the Rule of the Road at Sea. I think that in some particulars the present Rules require amendment. In Article 11 I object to the words "*or nearly end on.*" It is not explicit, and should be omitted in Article 11 and also in Article 13. If the ships are end on and sailing with the wind free or steaming, then they should pass to port, but if the Ships approaching are ever so little on the Starboard bow of each other they should pass to Starboard. It must be evident that if Ships are reported to the right of each other ever so little, the way to avoid a collision is for both to turn a little to the left, which is done by putting the helm to Starboard. It is right that the Rule of the Road should compel ships meeting end on or nearly end on on the Port side to pass to Port, but it should equally be understood that Starboard Helm is to be used when the Ship to be avoided is to Starboard.

At present the use of Starboard helm is nowhere enjoined by the Board of Trade; and in consequence a mistaken impression is current that a ship meeting another "*nearly end on*" to Starboard is to Port, and thus the Ships mutually cross each other's paths and frequent collisions and loss of life are the consequence. It must be said that although the Board of Trade repudiates this meaning as being intended by that office, yet its language not only misleads seafaring persons like myself, but the Judges of the land, who ought to be able to interpret the laws.

See the decisions in the cases of "Louisa" *v.* "City of Paris," and "Thames' *v.* "Stork" and "Fruiter" *v.* "Fingal," in which the Judge decides that two or' even three points on the Starboard bow is "End on or nearly End on" in the sense in which it becomes necessary and legal to cross the bow of the approaching vessel and Pass to Port.

It must be recollected that two Ocean Steamers probably may not see each other's lights until within two miles of each other, and that each steaming 12 knots they pass each other in five minutes. The attempt for two long ships to cross each other under such circumstances must be hazardous, and if any hesitation arises on the part of the officer in charge of either ship a collision is almost sure to ensue. How much better then that the officer in charge should know that in all cases he will do right by turning his Ship's head away from the approaching vessel, and so soon as the look out man reports a Light on the Starboard

Starboard bow that without further inquiry or delay he should order the helm to be put to Starboard.

I enclose a Copy of Rules which I would propose to substitute for Art. 11 to Art. 19 inclusive.

I am, &c.
(signed) *J. C. D. Hay*, Bart., M.P.,
Rear Admiral.

Right Hon. John Bright, M.P.

Enclosure in No. 2.

RULE OF THE ROAD AT SEA.

SAILING VESSELS.

1. When two ships meet closehauled on opposite tacks, the ship on the port tack shall give way to the ship on the starboard tack.

2. When two ships meet running with the wind abeam, or nearly so, the ship with the port tacks on board is to give way to the ship with the starboard tacks on board.

3. A ship running free is to keep clear of a ship by the wind on either tack.

STEAMERS.

4. A steamer is to keep clear of a sailing vessel in all cases.

5. Steamers meeting under steam on opposite courses are to port the helm, and pass on the port side.

6. Steamers approaching each other are to starboard the helm to a ship on the starboard bow or side, and to port the helm to a ship on the port bow or side, so soon as the light or ship is reported, and the course is not to be resumed until it is certain that the ships will mutually clear each other.

7. Ships overtaking others are to keep clear of ships overtaken.

8. Ships under weigh are to keep clear of ships at anchor.

9. Ships sailing or steaming are to keep clear of ships in tow.

10. In doubt always *stop*.

11. After collision stay by and assist.

— No. 3. —

Mr. *Lacon* to Board of Trade.

Sir, Union Club, 17 March 1869.

THE Secretary of the Marine Department has been kind enough to forward to me a copy of "Heads of Examination for the use of Examiners in Seamanship"—believing that I take an interest in the question of "The Rule of the Road at Sea."

Will you in the same spirit permit me to point out, that I believe on this and many other questions—the action and interference of Government is most vicious (Vide the President's Speech in the House of Commons last Tuesday)

Sailors in former days learnt their profession by serving an apprenticeship to the sea, when they learnt what is known to them, as the custom of the sea, and the practice of seamen, and which the Board of Trade, cannot teach them, but you have introduced rules at variance with this custom, and practice, and now you are endeavouring to *make seamen* by examinations in what Sir John Hay has pointed out in the House of Commons as essentially vicious—

These examinations can only extend to a fraction of the maritime population, for the masters and men of fishing boats and oyster dredgers are as much affected by the Steering and Sailing Rules—as men who are honoured with a Certificate of Competency.

It may be that this catechism has been concurred in by the Government of the Emperor of the French—but you must be aware that the French Govern-

ment were applied to on the subject, without the knowledge of our own Heads of Departments, while the question was pending before the House of Commons—and that the Order in Council of August last was issued on this international question without communication with the American, and other Governments, in order to overrule the decisions of the Judges—between which, and the Law as promulgated by orders in Council of January 1863, and August 1868.—Sir John Hay in the House of Commons pointed out the discrepancy—

The Order in Council of last August, as well as the existing Rules being at variance with the custom of the sea, and the practice of seamen, are now under consideration of Foreign Governments, to whom I shall take the liberty of forwarding copies of the catechism, as well as to Sir John Hay who has charge of the question in the House of Commons—

Do away with this fatal system of interference and make the shipowner responsible, and he will take care to provide himself with competent servants, independent of Government interference, and Board of Trade examinations.

Yours obediently,

T. H. Farrer, Esq., (signed) *Wm. Stirling Lacon.*
Secretary to the Board of Trade.

A Yarmouth fish carrier having been run down off Winterton on the morning of the 13th instant, by a Screw Collier, whereby seven persons lost their lives, is a fresh reason for my pressing this subject upon your attention—

RULE OF THE ROAD AT SEA.

COPY of OBSERVATIONS by Mr. *William Stirling Lacon* in 1867, respecting the REGULATIONS for Preventing COLLISIONS at SEA; together with COPIES of a LETTER from Sir *John Hay* to the President of the Board of Trade, dated 11 February 1869; and, of a LETTER from Mr. *William Stirling Lacon* to the Board of Trade, dated 17 March 1869, on the same subject (in continuation of Parliamentary Paper, No. 115, of the present Session).

(*Sir John Hay.*)

Ordered, by The House of Commons, *to be Printed,*
11 *May* 1869.

204. *Under* 1 *oz.*

SEAMEN'S SAVINGS BANKS AND MONEY ORDERS.

ACCOUNT of all Deposits Received and Repaid by the Board of Trade, under the Authority of the Seamen's Savings Bank Act, 1856, during the Year ended 20th November 1868, and of the Interest thereon:

ALSO,

STATEMENT showing the Number and Amount of Seamen's Money Orders Issued at Ports in the United Kingdom and at Continental Ports, and Paid at Ports in the United Kingdom, from 1855 to 1868, both Years inclusive.

(PRESENTED PURSUANT TO ACT OF PARLIAMENT.)

Ordered, by The House of Commons, *to be Printed,*
1 *June* 1869.

SEAMEN'S SAVINGS BANKS.

AN ACCOUNT of all DEPOSITS Received and Repaid by the BOARD of TRADE, under the Authority of the SEAMEN'S SAVINGS BANK ACT, 1856, 19 & 20 Vict. c. 41, during the Year ended 20th November 1868, and of the Interest thereon.

Note.—The Account is made up to the 20th of November, that being the date to which Interest for Savings Banks is calculated by the Commissioners for the Reduction of the National Debt.

RECEIPTS.

	£.	s.	d.	£.	s.	d.
To Balance on 20th November 1867						
				51,173	10	10
To Amount received from Depositors during the year ended 20th November 1868, viz.—						
From Depositors in the Seamen's Savings Banks	23,728	17	1			
From Depositors in the Seamen's Temporary Deposit Bank at the Mercantile Marine Office at Liverpool	6,391	5	–			
				30,120	2	1
To Amount of Interest received from the National Debt Office for the year ended 20th November 1868				1,667	14	3
			£.	82,961	7	2

PAYMENTS.

	£.	s.	d.	£.	s.	d.
By Amount of Repayments during the year ended 20th November 1868, viz.—						
To Depositors in the Seamen's Savings Bank	22,317	–	6			
To Depositors in the Seamen's Temporary Bank at the Mercantile Marine Office at Liverpool	6,205	5	–			
				28,522	5	6
By Balance as under				54,439	1	8

	£.	s.	d.		£.	s.	d.
Invested with Commissioners for the Reduction of the National Debt	53,282	15	3	Due to 1,662 Depositors, including Interest to 20th November 1868, on the Balances in the Seamen's Savings Bank	52,997	12	11
In hands of Her Majesty's Paymaster General	1,156	6	5	Surplus Interest	1,441	8	9
	£. 54,439	1	8		£. 54,439	1	8

	£.	s.	d.
	£.	82,961	7

Board of Trade,
13 May 1869.

H. R. Williams,
Accountant.

SEAMEN'S MONEY ORDERS.

TEMENT showing the Number and Amount of SEAMEN'S MONEY ORDERS issued at PORTS in the NITED KINGDOM, and at CONTINENTAL PORTS, and paid at PORTS in the UNITED KINGDOM, from 1855 1868, both Years inclusive.

	ISSUED.		PAID.	
	Number.	Amount.	Number.	Amount.
		£. s. d.		£. s. d.
s in the United Kingdom from 1st May 1855 to 31st De- r 1867, and at Continental Ports from 1st April 1865 to December 1867.	397,483	2,513,786 3 5	396,784	2,510,012 19 10
s in the United Kingdom during the year ended 31st De- r 1868.	51,121	271,896 15 7	52,995	294,181 15 3
ollowing Continental Ports during the year ended 31st De- ber 1868, viz.—	1,882	22,125 10 11		

TS.	No.	Amount.	PORTS.	No.	Amount.
		£. s. d.			£. s. d.
a -	4	15 - -	Brought forward	645	6,649 2 9
n -	97	1,211 15 6	Genoa - -	14	162 10 -
- -	223	3,076 13 5	Hamburg - -	175	1,893 10 -
- -	2	10 - -	Havre - -	590	8,096 16 11
- -	44	338 6 -	Helsingfors -	5	16 2 9
- -	6	70 3 -	Lisbon - -	4	27 - -
- -	3	18 - -	Malaga - -	8	34 - -
a -	4	8 13 -	Marseilles -	113	721 - -
- -	5	9 - -	Nantes - -	31	454 4 -
a -	12	67 8 9	Naples - -	8	38 10 -
nople -	70	559 16 2	Ostend - -	10	138 - -
- -	6	24 15 -	Rotterdam -	266	3,850 2 1
- -	2	5 13 4	Smyrna - -	2	7 - -
- -	67	236 1 4	Stockholm -	1	7 2 5
- -	98	993 7 3	Trieste - -	9	28 - -
- -	2	4 10 -	Venice - -	1	2 10 -
orward	645	6,649 2 9	TOTAL - -	1,882	22,125 10 11

	450,486	2,807,808 9 11	449,779	2,804,194 15 1
	449,779	2,804,194 15 1		
	707	3,613 14 10	Outstanding 31 Dec. 1868.	

	£. s. d.
In hands of Her Majesty's Paymaster General - - -	1,936 2 3
In hands of Her Majesty's Consuls - - - - -	1,831 19 7
	3,768 1 10
Deduct gain on Exchange Account on Remittances by Consuls to United Kingdom - -	154 7 -
£.	3,613 14 10

Board of Trade,
13 May 1869.

H. R. Williams, Accountant.

SEAMEN'S SAVINGS BANKS AND MONEY ORDERS.

ACCOUNT of all DEPOSITS Received and Repaid by the Board of Trade, under the Authority of the SEAMEN'S SAVINGS BANK ACT, 1856, during the Year ended 20 November 1868, and of the Interest thereon:

ALSO,

STATEMENT showing the Number and Amount of SEAMEN'S MONEY ORDERS Issued at PORTS in the UNITED KINGDOM and at CONTINENTAL PORTS, and Paid at PORTS in the UNITED KINGDOM, from 1855 to 1868 inclusive.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, *to be Printed,*
1 *June* 1869.

SHIPS' LIGHTS.

RETURN to an Order of the Honourable The House of Commons, dated 18 March 1869;—*for*,

COPY "of any CORRESPONDENCE respecting the Fitting of the COLORED SIDE LIGHTS of SHIPS, and of any INSTRUCTIONS recently Issued with respect thereto."

Board of Trade, 19 March 1869. } T. H. FARRER.

(*Mr. John Bright.*)

Ordered, by The House of Commons, *to be Printed*, 1 *April* 1869.

LIST OF PAPERS.

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COPY of CORRESPONDENCE respecting the Fitting of the COLOURED SIDE LIGHTS of SHIPS, and of INSTRUCTIONS recently issued with respect thereto.

— No. 1. —

(M. 3151.)

Dublin Surveyor to Board of Trade.

Office of Surveyor of Steam Vessels, appointed by Board of Trade,
Sir, Custom House, Dublin, 13 March 1868.

IN discharging my duties as Inspector of Lights, I find that there is not that uniformity in the practice of your surveyors which I believe you expect; and although I have had some confidence in carrying out the instructions as I have understood them, that confidence is now changed into uncertainty, and I have therefore to ask for definite instructions upon the following points.

I am, &c.
(signed) *J. M'Farlane Gray.*

Enclosure in No. 1.

FIRST QUESTION.

Regulations for Preventing Collisions at Sea, &c.

Art. 3 (*b*) and (*c*). "So fixed as to throw the light from right ahead to two points abaft the beam." (*d.*) "Screens, so as to prevent these lights from being seen across the bow."

THESE two clauses give different measures for the angles of light, and I find every variety of it from fig. No. 1 to fig. No. 2, if not even a wider range.

Mr. Gray's Mnemonic Rhymes say,—

"When both side-lights you see ahead,
Port your helm and show your RED."

Now, with lights, as in fig. 1, the vessel may have run into you, and still the three lights are seen; fig. No. 1 is the general arrangement.

With lights as in fig. No. 2, which I think is right, so long as you see three lights there is a chance of steering clear. The Holyhead mail boats are as fig. 2; I found them so, and I have altered several vessels to that, but I find the "Leda," surveyed in London, is as fig. No. 1, and I have therefore stopped altering any more until I have further instructions.

According to the present instructions, a vessel may not show three lights in any position, for right ahead at the two sides are parallels, which would never meet. Between that and converging at the bowsprit is, I think, a wider range than was intended; and I can conceive several inconveniences with lights, as in fig. 1, if lights as in fig. 2, are also permitted.

1st. Let a steamer A., as fig. 1, meet a steamer B., as fig. 2.

A. sees B., a green light right ahead; A. starboards, and brings the green light on his starboard bow, and the vessels approach each other; A. has not shut his red to B., only shaped a clear course.

B. for the first time sees A., now half point on his starboard bow, and if he did nothing he would be safe, but he sees three lights meeting him only half a point to starboard; to him in a dark night, seeing no vessel but only the lights, there is evidently risk of collision; he ports, and thereby fouls the other vessel.

Here A.'s arc of three lights is so broad that it exceeds the angle, which the captain thinks sufficient to clear the other vessel. This can never happen in a channel unless against rules.

Here the error is increased by each captain supposing the other vessel's lights to be the same as his own.

2nd. With lights, as in fig. 1, "passing vessels" would be often mistaken for "meeting vessels," and although they would have cleared each other, "green to green," they would be brought out of their safe courses into positions of greater danger, crossing each other's bows to bring "red to red." Here we have both danger and inconvenience, and unnecessary interference with the courses of the vessels.

3rd. With lights, as in fig. 1, the arc of three lights is an arc of doubt, and a captain watching the other lights to see on which side he is, is kept too long in suspense, not as to what he should do, but as to whether the other vessel is doing what they should do. With lights, as in fig. 2, there is but an instant between red or green, and the whole of the time is available for steering clear of each other. If within the black triangle it does not matter where they put the helm.

I have no right to give an opinion on this subject. I have believed fig. 2 to be right, that is, to make the lights converge to an angle not more than half a point, that is, the length of the triangle to be ten times the base, and I have given the above reasons for my having done so; if I am in error I will get the vessels altered at once.

Second Question.

The Masthead Light.

(*a*) "To throw the light from right ahead to two points abaft the beam on either side."

I find this regulation generally violated, and the light thrown over only a semicircle. Captains complain if they are altered; they say it blinds the look out. In that case I tell them to extend the sole. I find a class of lamp coming into use, which are made exactly 180°. They are the patent paraffin lamps, made by "Wavish," Torpoint. If the regulation is to be carried out, he ought to be stopped making them in that way. If I order them to be altered the lamp will not burn, for the chimney would be wrong. I have a number of these lamps which I have hesitated about altering, as they have been surveyed so often, and passed.

Should I carry out the regulation?

Third Question.

Art. 4.—Towing Lights.—"Each of these masthead lights shall be of the same construction and character as the masthead lights."

Passenger steamers have generally upon their advertisements, "with liberty to tow." Should they in that case be provided with two masthead lights? Although they do not advertise it they invariably answer that they would tow if required, and they generally have only one masthead light. What should I do in such a case?

While inspecting the lights of the "Leda," which are as fig. No. 1, the captain made some remarks which I consider worth reporting to you; as he has had much experience of the working of these regulations, his opinion deserves consideration.

He complains that the anchor light is generally suspended just before the foremast, and a steamer going up a river on ebb-tide cannot see any light in a vessel riding at anchor ahead of him; he considers this, and has experienced it, to be a practice so dangerous that he thinks some order should be issued to prohibit it.

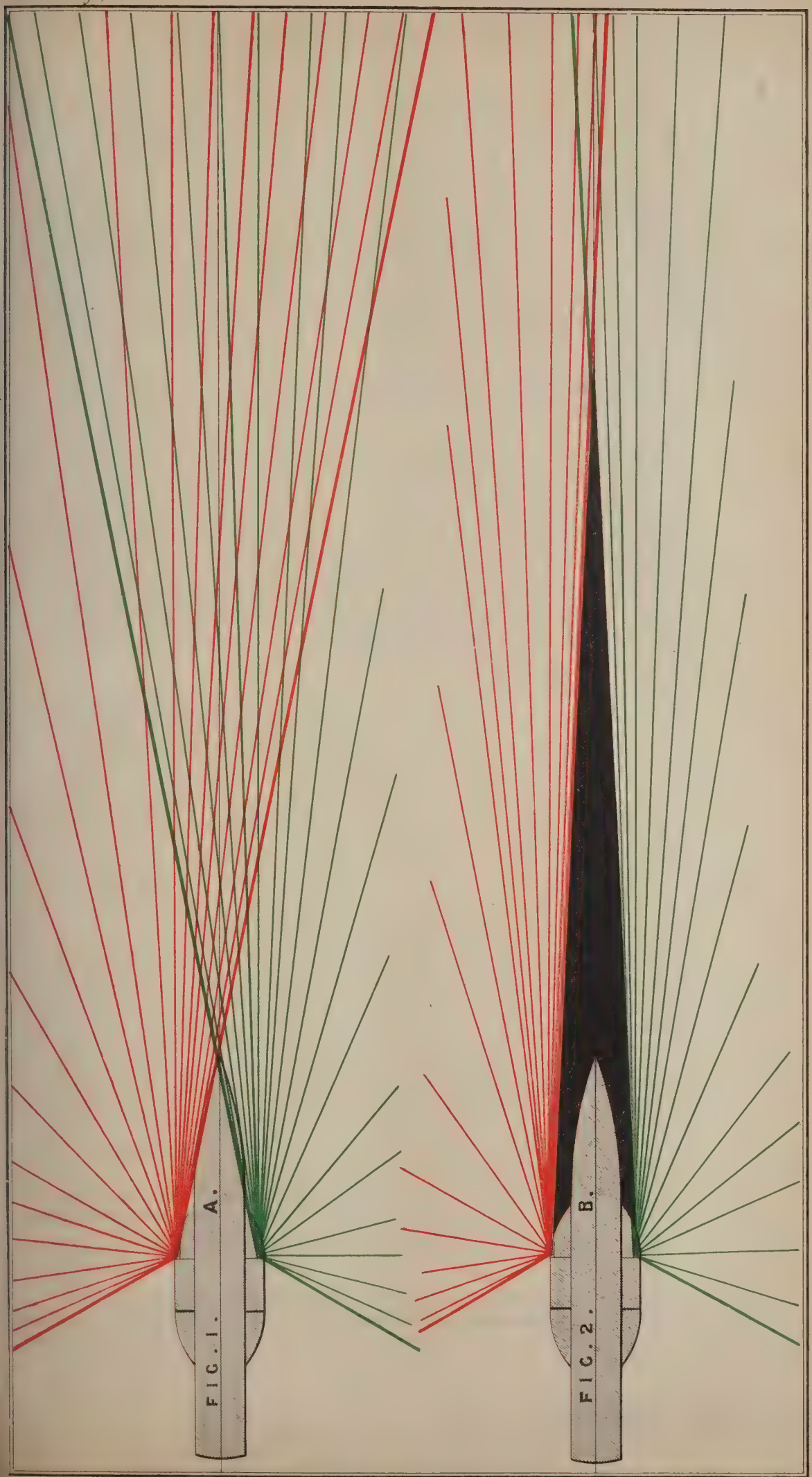
He also complains that sailing vessels particularly have no stern light. This is a general complaint with captains of steamers, of the Holyhead mail boats especially.

He suggests a lantern to be always ready with a red and a green side to be shown over the stern to a steamer making on them, and to show that colour which would guide the other how to steer. This lantern he proposes to fit either side-light place, so that it could serve as either, while the side light was out being trimmed.

I told him I meant to write about his lights, which he believes to be right. He asked me to mention these remarks, and I have complied with his request.

(signed) *J. M'Farlane Gray,*
Surveyor, Dublin.

114.—RETURN.— SHIPS' LIGHTS.



— No. 2. —

(M. 3151.)

Board of Trade to Dublin Surveyor.

Sir, Board of Trade, Whitehall, 6 April 1868.

With reference to your letter of the *13th ultimo, I am directed by the Board of Trade to state, in reply to your questions Nos. 2 and 3,— * See *ante*, No. 1.

1st. That you should see that the regulation relating to the masthead light —"to throw the light from right ahead to two points abaft the beam on either side"—be strictly and literally carried into effect; and you should condemn all lamps which are not so constructed as to fulfil the conditions of the regulation referred to.

If owners refuse to make the requisite alteration, or to provide proper lamps, you should signify the same to the Collector of Customs, in order that he may detain the vessel until the owners or master have complied with the regulations to your satisfaction.

2ndly. If you have good grounds to suppose that a steamer may be used for towing, whether the fact of her being at liberty to do so is advertised or not, you should see that she be provided with two bright white masthead lights, in strict accordance with the requirements of Art. 4 of the Regulations, and signify any refusal on the part of the owners to comply with your request to the Collector of Customs, with a view to his detaining the vessel, as in the former case. It is very necessary that you thoroughly satisfy yourself that you are in the right before you take any steps for detaining a vessel.

I am to add that this Board will reply to your other questions at a future date. They have referred the points to the Trinity House and Admiralty.

I am, &c.
(signed) *Thomas Gray.*

J. M'Farlane Gray, Esq.,
Surveyor of Steam Vessels, Dublin.

— No. 3. —

(M. 3151.)

Board of Trade to Trinity House.

Sir, Board of Trade, Whitehall, 28 March 1868.

I am directed by the Board of Trade to enclose, for the consideration of the Elder Brethren of the Trinity House, a copy of a letter received from the Surveyor of Steam Ships, appointed under the 4th part of "The Merchant Shipping Act, 1854," for the port and district of Dublin. *See ante, No. 1.*

This letter raises a question respecting the fitting or placing of the screens of the coloured side lights of steam ships, referred to in the Regulations contained in Article 3, paragraphs (*b*), (*c*), and (*d*) of the Order in Council of the 9th January 1863.

Those paragraphs in the Order in Council require that the coloured side lights—

1. Shall be so constructed as to show an uniform and unbroken light "over an arc of the horizon of 10 points of the compass."

2. That this light shall be thrown "from right ahead to two points abaft the beam" on either side.

3. That the lights shall be fitted with inboard screens of at least three feet in length, extending forward from the lights "so as to prevent these lights from being seen across the bow."

The obvious intention of the regulations is—

1st. That the red side light of one ship (A) shall not be seen by another ship (B) approaching (A) on the starboard side; nor the green light of one ship (A) by another ship (B) approaching (A) on the port side; and—

2nd. That the red and green side lights shall both be seen ahead, so that two ships meeting each other end-on shall each see both the side lights of the other.

Two conditions have therefore to be complied with, viz.: that both side lights shall be seen ahead; that neither shall be seen across the bows.

Now it appears that if the side lights are fitted so that both can be seen immediately ahead, *i.e.*, at the end of the bowsprit, then the red and green rays cross each other at that point; and with a ship so fitted the green light will be seen to a certain distance on her port side and the red light to a certain distance on her starboard side, and the regulations will not be complied with.

It also appears that if the screens are so fitted as to prevent the red and green rays from crossing each other at all, then there will be a certain space, right ahead of the ship, in which neither coloured light will be seen, and the regulations will not be complied with, because neither side light will be seen right ahead.

It would therefore appear that if the red and green rays of lights carried on the sides of so broad an object as a ship are both to be seen from some point right ahead, they must intersect each other at that point; for if they do not intersect each other they cannot both be seen.

The coloured side lights may be looked on as being at the angles of the base of a triangle, of which the apex represents the point at which the different coloured rays intersect each other, and the base the breadth of the ship. As the length of the base increases, or as the distance from the base to the apex decreases, so will the rays cross each other the sooner and to the greater extent. In the space within the triangle neither red nor green rays will be seen, but at places beyond the apex one or both colours will be seen according to the position and distance of the observer.

If the screens are fitted parallel with the keel and with each other, and if the lanterns are large and the centres of the lights are some few inches from the screens, the green and red rays will intersect each other immediately ahead; but if the forward ends of the screens are further from the line of the keel, and are further from each other than the after ends, or if the centres of the lights are close to the screens, the point of intersection of the red and green rays will be removed to some undefined point ahead of the vessel, and an observer straight ahead, but nearer to the vessel than that indefinite point, will not see either the red or the green light.

To carry into effect literally the regulations as to the direction in which coloured lights shall show, it would be necessary to have one long screen only along the middle of the deck of the ship in a line with the keel, the coloured lights being placed close against the screen on either side of it.

Both the coloured lights would then be seen ahead, and neither could be seen across the bows; and the more nearly this result is approached by the present arrangement of the side lights, the more nearly will the intention of the regulations be acted on.

The real points appear to be—

First. To insure that the red and green rays do not cross each other immediately on leaving the ship, nor at all more than is possible; and—

Secondly. To insure that the distance ahead within which neither light is seen is not greater than can be avoided.

The Board of Trade will be obliged if the Elder Brethren of the Trinity House will favour them with their observations and advice on the points raised.

I am, &c.,

(signed) *Thomas Gray.*

The Secretary,
Trinity House.

N.B.—A similar letter was sent to the Lords Commissioners of the Admiralty.

— No. 4. —

(M. 4011.)

Trinity House to Board of Trade.

Trinity House, London, E.C.,
8 April 1868.

Sir,

I AM directed to acknowledge receipt of your letter (M. 3151), dated *28th ultimo, enclosing copy of one from the Surveyor of Steam Ships for the port and district of Dublin, as to the placing and fitting of the screens of side lights, &c., upon which the Board of Trade request the observations and advice of the Elder Brethren; and in reply thereto I am to state that it appears to the Elder Brethren that without going into all the surveyor's details, which are somewhat confusing, the question is a practical rather than a theoretical one.

* See *ante*, No. 3.

On the first point raised I am to state that it appears to the Elder Brethren that it would be manifestly impossible to fix upon any spot where the rays of the side lights should or should not meet, and that although the breadth of the ship would intervene if the rays were carried ahead with mathematical precision (an operation which it is difficult with even the most accurate optical apparatus to carry out), such precision could not be attained, even with the proper three feet screens, in such lights as are in general use; and that, as therefore there is a dispersion of light which does cover the intervening space of the breadth of the ship, practically the three lights are seen together. I am to add that it must be also remembered that the lights are not seen from a point, but from a vessel of like conditions, and when the observer is master of a like space; and that the Elder Brethren are therefore of opinion that the lights to be placed in accordance with the regulations should throw their central ray on a line parallel with the keel and with the inboard screen.

As respects the second question, viz., the arc of the masthead light, the Elder Brethren direct me to say that they have no observations to make, that the rules specify how far round the lights shall show, and that the surveyor's duty is to see that those rules are carried out, and that with very little arrangement this could be done in a way to obviate the difficulty complained of.

I am further to state that the third question appears to the Elder Brethren to answer itself. That the rules say steam vessels towing other vessels must have two vertical masthead lights, and that it would follow, therefore, that if they are to use them they must be provided with them; but it seems to them that it does not follow that every steam vessel is to have two masthead lights on board, but that if not provided with them she cannot tow a vessel without a breach of the law.

I am, &c.

The Assistant Secretary, Marine Department, Board of Trade.

(signed) *Robin Allen.*

— No. 5. —

(M. 4377.)

Admiralty to Board of Trade.

Admiralty, 21 April 1868.

Sir,

HAVING laving laid before my Lords Commissioners of the Admiralty your letter of the *28th ultimo, with its enclosure, from the Surveyor of Steam Ships for the port and district of Dublin, on the subject of placing and fitting the screens for the coloured side lights of ships, I am commanded by their Lordships to send you herewith, for the information of the Board of Trade, copy of a report on the point, dated the 20th instant, from their Lordships' hydrographer.

* See *ante*, foot-note to No. 3.

I am, &c.

The Secretary, Marine Department, Board of Trade.

(signed) *W. G. Romaine.*

Enclosure in No. 5.

Hydrographic Department, 20 April 1868.

In reference to the question raised by the Surveyor of the Board of Trade at Dublin, regarding the fitting and positions of vessels' side and masthead lights, and referred by that Board to the Admiralty for their observations and advice, I have to offer the following observations:—

The questions raised are—

1st. Whether, under certain conditions, the green light on the starboard bow will not show across, and be visible a certain distance on the port bow; and the red light, by the same rule, on the starboard bow.

2nd. Whether, under other conditions, both lights will not be invisible at a certain distance straight ahead of the ship carrying them.

The rules observed for placing the bow lights on board Her Majesty's ships are as follows:—

They are placed so far aft on the round of the bow as to be nearly at the greatest beam, but not abaft the catheads, unless it is practicable to place them so high as to be above, and consequently unobscured by them.

They are fitted with inboard screens, about three feet in length, which are carefully placed parallel with the keel.

If these conditions are attended to I do not see how it is possible for the red or green light to show across on the opposite bow, or how the two lights can become obscured when approaching them from right ahead, unless indeed a spectator is right under the bows of the ship, when they would probably be obscured by the round of the bow intervening between him and the lights. Of course, if the regulations regarding the screens are not attended to, it is possible that the bow lights might be in such a position that they would show across, and the lights may also be placed in such a position that they will not show straight ahead.

I observed a case myself a short time since. Crossing a ship's bows in the Channel her green light was lost when three points on her starboard bow, and the red light did not appear until three points on her port bow. The reason was that this vessel had her bow lights placed on each quarter at the ship's least beam, and had two lower studding sails set.

If it were incumbent on merchant ships to have their lights fitted as described above, I do not think any difficulties, such as those referred to by the Dublin surveyor, would arise.

If there is any doubt as to what is the practical result of the bow lights, nothing would be easier than to have the experiment made, that is, by one ship lighting her bow and masthead lights, and another one approach her exactly end on, and ascertain if, and at what distance ahead, the lights do become obscured; and again to cross the bows, and note when one coloured light is lost sight of and the other opens out.

I submit that this report, or the substance of it, be sent to the Board of Trade in reply to their communication.

(signed) *Geo. Henly Richards,*
Hydrographer.

— No. 6. —

(M. 7006.)

Board of Trade to Admiralty.

Board of Trade, Whitehall,
Sir, 24 July 1868.

I am directed by the Board of Trade to inform the Lords Commissioners of the Admiralty that they have reason to believe that the Regulations respecting the coloured side lights are, to a great extent, disregarded in some classes of ships.

The Board of Trade have, in exercise of the powers vested in them by "The Merchant Shipping Act, 1862," appointed the surveyors of steam ships to be inspectors of lights and fog signals, and they have no doubt that by this means the serious attention of owners and masters is being directed to the subject.

But it appears to the Board of Trade that the time has come when more precise

precise directions should be given to their surveyors and inspectors; first, as to the character and quality of lanterns and lights they should approve; secondly, as to position in which those lights are to be placed on board the ship; and thirdly, as to fitting and arranging the screens, so as to comply with the Regulations, which require that the red light shall not be seen on the starboard side, nor the green light on the port side, and at the same time that both shall be seen ahead.

As regards the first point, viz., the character and quality of the lantern and light to be approved, the Board of Trade propose to furnish each surveyor with a set of lamps that have been found to comply with the Regulations, as regards the distance at which the light they contain can be seen on a dark night with a clear atmosphere, and to direct them not to pass any lamp that may be in any way inferior to the pattern lamps.

The Board of Trade do not intend to set up these pattern lamps as standards never to be departed from either in construction, arrangement, or power, but merely as patterns for the guidance of the surveyor, who will be directed not to pass lamps unless they are at least as effective as the pattern lamps.

Whether a simple photometer can be obtained that will enable the surveyors to judge of the distance at which any coloured light can be seen, the Board of Trade are not yet advised, but they propose to make further inquiry on this point at an early day.

The Board of Trade do not propose to allow of first, second, or third class lamps according to the size of the ship, but, on the contrary, they propose to require that all ships required by the Regulations to carry fixed side lights, and whatever their tonnage, shall carry lights at least as efficient as the patterns supplied.

As regards the second point, viz., the position of the lights on the side of the ship, the Board of Trade have reason to believe that much mischief is caused by the present want of uniformity. The lights are now placed anywhere on the sides between the taffrail and the stem, and it has come to their knowledge that in some cases one side light has been placed 20 or 30 feet in advance of the other.

The draft instructions enclosed direct that the lights are not to be passed as sufficient, by the surveyor, if they are placed abaft of the broadest part of the ship.

See Instructions as issued. Enclosure in No. 9.

An important case, raising a question as to the position of the side lights of a sailing ship, has lately been decided in the Admiralty Courts, viz., the "Germania" steam ship *versus* the "Pauline Constance Eleonore," sailing ship. It is reported in the "Times" of the 16th July 1868.

In many cases, especially in the smaller description of sailing craft, the screens and lights are attached to the rigging, and cant inwards, and move about, and otherwise get out of the perpendicular. The Board propose, as will be seen by the enclosed circular, to direct their surveyors not to pass lights if the lanterns are secured to the rigging.

As regards the third point, viz., the fitting and arranging of the screens so as to comply with the Regulations, the Board of Trade find greater difficulty in giving such precise directions as will ensure uniformity; and they feel that on this point uniformity of practice amongst their surveyors and inspectors is of vital importance. They have drawn up some directions in the draft enclosed, which will speak for themselves. The Board of Trade think it right, however, to point out that, in their opinion, the Regulation respecting the screens should be followed closely in any instructions issued for the guidance of inspectors. The Regulation is as follows; viz., "The said green and red side *lights* shall be *fitted* with inboard screens, projecting at least three feet forward from the *light*, so as to prevent the lights from being seen across the bows."

It will be observed, in the first place, that the screens are to be fitted with reference to the lights contained in the lantern, and not with reference to the lanterns containing the lights; secondly, that the screens are to project at least three feet forward from the lights, not from the side of the lanterns containing the lights; and thirdly, that the screens are not simply to be *placed* on the inboard sides of the lights, but are to be "*fitted*" to obtain the object desired.

In framing the enclosed draft instructions as to contriving and arranging, or in other words, "fitting" the screens, the Board of Trade have specially borne in mind these points, and the position, arrangement, and effect of the screens recommended

mended in the instructions enclosed have been suggested, not with reference to the lantern carrying the light, but with reference to the light carried in the lantern.

The enclosed instructions are at present in the shape of a rough draft for consideration, and the Board of Trade do not propose to issue them until favoured with the views of the Lords Commissioners thereon; and I am to request that you will bring the subject under the consideration of their Lordships at their early convenience.

I am, &c.

The Secretary, Admiralty. (signed) *Thomas Gray.*

N.B.—A similar letter was sent to the Elder Brethren of the Trinity House.

— No. 7. —

Admiralty to Board of Trade.

(M. 7584.)

Sir, Admiralty, 6 August 1868.

HAVING laid before my Lords Commissioners of the Admiralty your letter of *24th ult. (M. 7006), relative to the instructions proposed to be issued in reference to ships' masthead and coloured side lights, I am commanded by their Lordships to acquaint you, for the information of the Board of Trade, that the proposed instructions contain nothing but what is adopted in Her Majesty's ships in regard to the fittings of lights, &c., and their Lordships consider that their issue cannot but be attended with good effects.

* See *ante*, No. 6.

I am, &c.

(signed) *W. G. Romaine.*

The Assistant Secretary, Marine Department,
Board of Trade.

— No. 8. —

(M. 7652.)

Trinity House to Board of Trade.

Sir, Trinity House, London, 8 August 1868.

I AM directed to acknowledge receipt of your letter (M. 7006) dated †24th ultimo, upon the subject of the Regulations respecting coloured side lights, and forwarding draft instructions to surveyors of steam vessels, with the remarks of the Board of Trade thereon; and in reply thereto am directed to state that the Elder Brethren see with great pleasure that by the proposed instructions two points on which they have always laid great stress will be practically enforced, viz., that lights shall not be passed by the surveyor if placed abaft the broadest part of the vessel, and that a standard for the minimum power of light will be fixed.

† See *ante*, foot note, No. 6.

With respect to a photometrical measurement, the Elder Brethren are of opinion that a very simple apparatus, fitted with a quick revolving black polished bead, will answer all purposes; whereupon the observer, after a short time, would easily find the exact size of the image at a short distance equivalent to the apparent size of the light at two miles. And I am to add that this apparatus, which can be procured of Mr. Ladd, of Beak-street, Regent-street, is inexpensive, and easily worked by a person of ordinary intelligence.

With respect to placing side lights in the rigging, the Elder Brethren do not see any objection to such a plan, provided the lights are not interfered with by the foresail; they should, however, if so placed, be chocked off on the upper side, so as to lay parallel to the vertical plane of the keel; but it must be borne in mind that lights at sea are very seldom in a perpendicular position.

With regard to the instructions, the Elder Brethren approve the draft, with the exception that they would recommend the omission of a portion of the 6th paragraph, and the corresponding diagrams after the words "may render necessary

sary," in the 5th line, down to the words "Figure 7." It appears to the Elder Brethren that these explanations are quite unnecessary, as the remarks which follow are all that an intelligent man can require to enable him to carry out his duties, and that if the words whose omission is suggested, be retained, they are not unlikely to cause vexatious annoyance, when there is any want of consideration on either side.

I am, &c.
(signed) *J. Inglis*,
Assistant Secretary.

The Assistant Secretary,
Harbour Department, Board of Trade.

— No. 9. —

(M. 7652.)

Board of Trade to Trinity House.

Board of Trade, Whitehall,
24 August 1868.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the *8th ultimo, conveying the approval of the Elder Brethren of the draft circular to surveyors, enclosed in my letter of the †24th July, and recommending that a portion of one of the paragraphs should be omitted.

* See *ante*, No. 8.
† See *ante*, No. 6.

The Board of Trade gather from your letter that the substance of the matter in the paragraph referred to is not objected to, and that the Elder Brethren have suggested that it should be omitted solely on the grounds that they think that the rest of the circular is sufficient without it. This Board have, therefore, carefully considered this point, and have consulted the most intelligent of their surveyors, whose duty it will be to carry the instructions into effect.

Looking to the opinions expressed by the surveyors, and to the circumstances of the case, and especially looking to the fact that the matter is in itself unobjectionable, and that the Lords Commissioners of the Admiralty have signified their approval of it as it stands, they have come to the conclusion that it is better to retain it in a slightly altered form, than to omit it altogether.

With this view they have re-arranged the circular, and have so altered the part referred to, that whilst the original meaning is retained, all objection on the score of repetition is removed.

They have issued the circular as re-arranged, and 25 copies are enclosed.

I am, &c.
(signed) *Thomas Gray.*

The Secretary,
Trinity House, Tower Hill.

Enclosure in No. 9.

(No. 314.—M. 4993.)

SURVEYOR'S CIRCULAR.

Board of Trade, September 1868.

INSTRUCTIONS to SURVEYORS of STEAM VESSELS.

Examination of the Masthead and Coloured Side Lights, and Fog Signals.

THE attention of the Board of Trade has frequently been called to the want of uniformity in the range of the lights of seagoing ships, and in the position of the screens and other fittings. The Board of Trade, have therefore, after consulting the Board of Admiralty and the Elder Brethren of the Trinity House, decided on issuing the following instructions:—

1. The surveyors of steam vessels, appointed under section 305 of "The Merchant Shipping Act, 1845," and the inspectors of lights and fog signals, appointed under section 30 of "The Merchant Shipping Act Amendment Act, 1862," should be very particular in examining the lanterns containing the masthead light, and the coloured side lights of steam and sailing vessels. They should satisfy themselves—

First. That these lights are, as required by Acticle 3 of the Regulations, of such a character as to be visible *on a dark night with a clear atmosphere* to the distance therein named, viz., the fore-masthead light of steam ships a distance of at least five miles, and the coloured side lights of both steam ships and sailing ships a distance of at least two miles. These conditions are to be complied with without reference to the size of the ships carrying these lights.

Secondly. That the lantern containing the masthead light for steam ships under weigh is so constructed, and is so placed, as to show the light from right ahead to two points abaft the beam on each side.

Thirdly. That lanterns containing the coloured side lights of steam and sailing ships are so constructed as to show the coloured light from right ahead to two points abaft the beam, on the starboard and port sides respectively. It has been represented to the Board of Trade that lanterns are being constructed and sold that cannot show the lights in the required directions, on account of insufficient range of lens or other defects of construction. The surveyors must not on any account pass lanterns for either masthead or coloured side lights unless satisfied that they are so constructed as to throw the light in the required directions.

Glasses for these lanterns are usually cast in circles. Inferior lanterns contain only a quarter of a circle, and when this is the case they cannot be depended on.

The surveyor should be careful to look closely into this. (*See* Figs. 1 and 2.)

Fourthly. That the lanterns, burners, lenses, and reflectors are in good and serviceable condition.

Fifthly. That lanterns containing the red and green side lights are so placed that the lights will not be obscured by any of the fittings of the vessel.

In inspecting or surveying the lanterns, special care should be taken that they are clear of catheads, boats, boats' davits, sails, and rigging, &c.; with this view care should be taken that the side lights are not placed too far aft. The best position for the lantern containing the side lights of *steamers* is generally abreast of the foremost shroud of the fore rigging. The surveyor will not, however, *insist* upon their being placed in this position, but will *suggest* it to the owners, and make a note on the papers when he thinks that the lights are badly placed, and when the owners refuse to alter their position.

The position of the lamps must be, of course, to some extent governed by the size, form, and rig of the vessel; but in the absence of special circumstances, the side lights should not be passed by the surveyor or inspector if they are placed abaft the broadest part of the ship; and if in any case he passes them when they are placed abaft the broadest part of the ship, he should forward a special report to the Board of Trade stating the special circumstances of the case.

Sixthly. That there are suitable and proper fittings for the lamps and screens. The practice of attaching the lamps to screens secured to the rigging alone must be discouraged.

Seventhly. The Regulations require that the coloured side lights shall be fitted with inboard screens projecting *at least three feet forwards from the lights.* Care must be taken that the screens are three feet long, or such greater length as the position of the light with regard to the screen and its distance from the head of the vessel may render necessary.

The surveyor would do well to observe the effect of alterations in the distance of a side light from its inboard screen. He should also bear in mind that if the lantern is placed at a few inches outside an ordinary straight screen of three feet in length, or even against such a screen, the rays of light will be found to cross the end of the screen so as to be visible to a vessel approaching upon the opposite bow. (*See* Fig. 3.)

If the surveyor finds that the red and green rays cross each other, he should of course have the defect remedied at once. There are many ways of doing this; for example, the screen may be lengthened; or another board may be placed outside it (Fig. 4); or a chock (equal in thickness to the distance between the inner edge of the lens and the side of the screen) may be secured to the fore end of the screen (Fig. 5); or the lamp may be so placed that the outside of the screen will come against the inner edge of the lens (Fig. 6); or the screens may be so placed that the distance across the ship between their outer sides at the fore end, shall be equal to the distance between the inner edges of the lenses of the two lamps. (Fig. 7.)

If the red and green rays cross each other immediately on passing the stem, the red light will be seen on the starboard bow, and the green light on the port bow, as shown in Fig 8; but on the other hand, if they do not cross, at least to a slight extent, then they cannot both be seen ahead.

The real points to be studied in fixing and arranging the inboard screen appears to be—

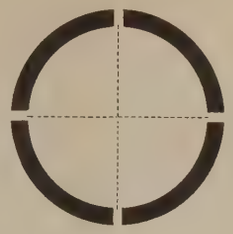
First, to ensure that the rays of the red and green side lights do not cross each other immediately on leaving the ship, nor at all more than is possible; and,

Secondly, to ensure that the distance ahead within which neither light is seen is not greater than can be avoided.

2. When the surveyor is inspecting the lamps of a tug steamer under the Merchant Shipping Act of 1862, or is surveying for a passenger certificate under the Merchant Shipping

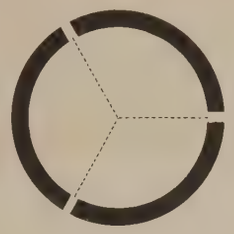
Inferior lamps contain a lens of only a quarter of a circle.

Fig. 1.



Lamps fitted with lenses of only a quarter of a circle are generally defective in range, should always be looked on with suspicion, and should not be passed unless the light is seen clearly to show over the required arc of 10 points of the compass.

Fig. 2.



Lenses should be of the range shown above, viz., an arc of 10 points of the compass.

Fig. 3.

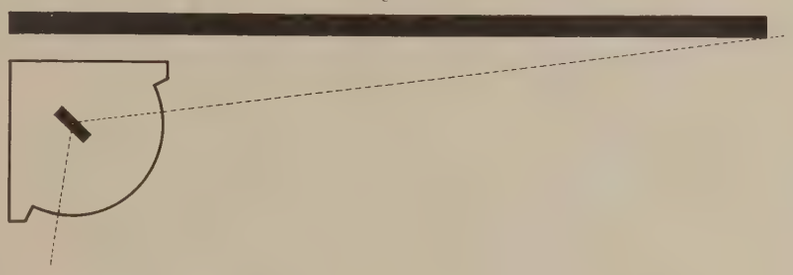


Fig. 4.

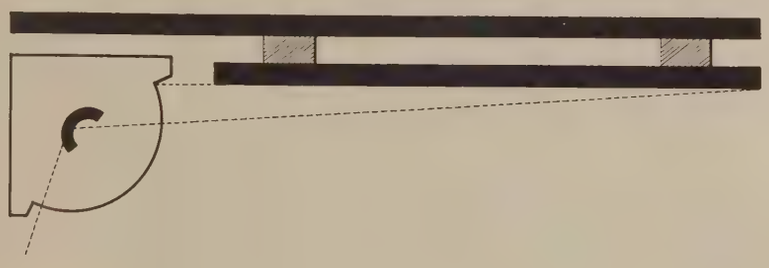


Fig. 5.

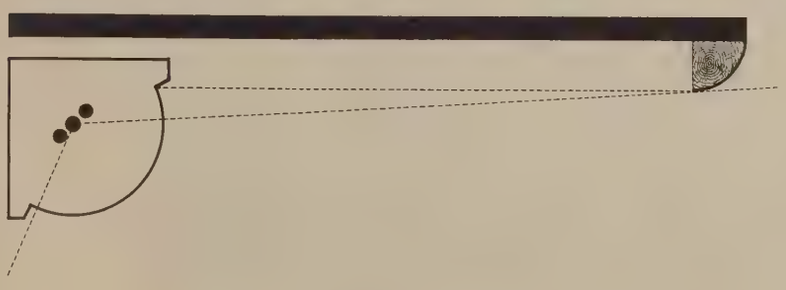


Fig. 6.

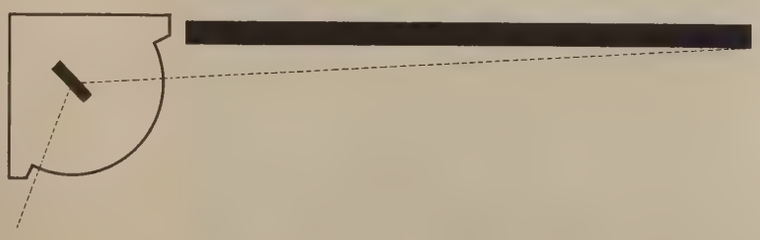


Fig. 7.

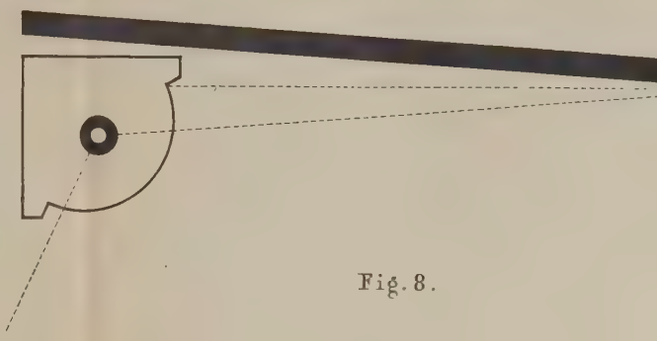
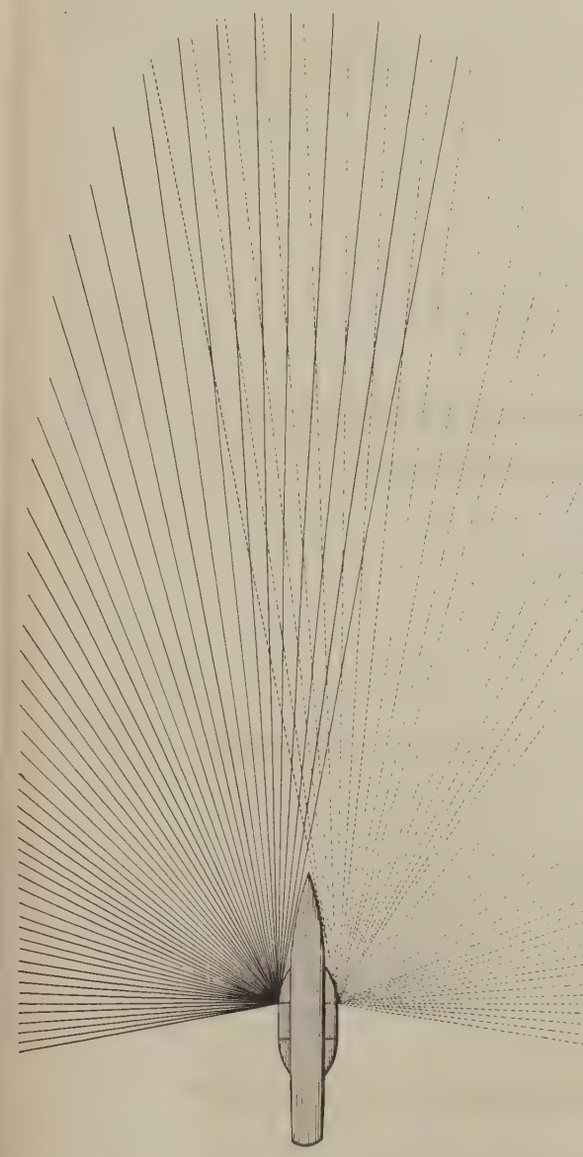


Fig. 8.



Shipping Act of 1854, a steamer which he has reason to believe is or will be employed in towing other vessels, he will require the steamer to be provided with *two* properly constructed masthead lamps, in strict accordance with Article 4 of the Regulations.

3. The surveyor will also see that every steam or sailing vessel which he surveys or inspects is provided, in accordance with Article 7 of the Regulations, with a globular lantern, of at least eight inches in diameter, to be used when riding at anchor.

4. Whenever the surveyor is called on to survey crew spaces under the Act of 1867, he should also inspect the lights and fog signals under the Act of 1854.

5. He should point out to owners and masters the necessity of a strict compliance with the Regulations; and, in carrying into effect the instructions contained in this circular, he should do all in his power to prevent unnecessary delay or inconvenience; but if an owner or master objects or refuses to make the alterations or additions which the surveyor points out as necessary, a report on the form Stm. 21 is to be sent at once to the collector of customs, who will thereupon, under sect. 30 of "The Merchant Shipping Act Amendment Act, 1862," refuse to grant the vessel a clearance until he receives from the surveyor a report, on the form Stm. 22, that the Regulations are complied with. A similar report to that sent to the collector is to be sent to the master or owner.

Thomas Gray,
Assistant Secretary, Marine Department.

Note.—Supplies of this circular should be obtained by the surveyors in the usual manner from the superintendents of Mercantile Marine Offices, and copies should be given to any masters or owners of ships desirous of having them.

— No. 10. —

(M. 8976.)

Trinity House to Board of Trade.

Trinity House, London,
1 October 1868.

Sir,

I AM directed to acknowledge receipt of your letter (M. 7652), dated *24th ultimo, further on the subject of the masthead and coloured side lights, and explaining the reasons which have induced the Board of Trade to retain, in a modified form, the paragraph of which the omission was suggested, and am to convey to you the thanks of the Elder Brethren for your letter, and for the copies of the instructions which accompanied it.

* See *ante*, No. 9.

I am, &c.
(signed) *J. Inglis*,
Assistant Secretary.

The Assistant Secretary,
Marine Department, Board of Trade.

SHIPS' LIGHTS.

COPY of CORRESPONDENCE respecting the l
of the COLOURED SIDE LIGHTS of SHIPS
of INSTRUCTIONS recently issued with r
thereto.

(*Mr. John Bright.*)

Ordered, by The House of Commons, *to be Printe*
1 *April* 1869.

[*Price* 8*d.*]

1 14.

Under 2 0

629

STEAM SHIP "BUCCLEUGH."

RETURN to an Order of the Honourable The House of Commons, dated 13 May 1869;—*for*,

COPIES "of the REPORT made to the Board of Trade by their Officer appointed to Inquire into the EXPLOSION on Board the STEAM SHIP 'BUCCLEUGH,' and of the EVIDENCE Appended to that REPORT:"

"And, of any CORRESPONDENCE between the Owners and the Board of Trade, and the Surveyor and the Board of Trade thereupon."

Board of Trade, 1 June 1869.

T. H. FARRER.

(*Mr. Lusk.*)

Ordered, by The House of Commons, *to be Printed*, 1 *June* 1869.

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COPIES of the REPORT made to the Board of Trade by their Officer appointed to Inquire into the EXPLOSION on Board the STEAM SHIP "BUCCLEUGH," and of the EVIDENCE Appended to that REPORT:—And, of CORRESPONDENCE between the Owners and the Board of Trade, and the Surveyor and the Board of Trade thereupon.

— No. 1. —

(M. 1832.)

MINUTE of Surveyor General of Steam Vessels to the Board of Trade.

I SEE by the papers of to-day that the boilers of the passenger steamer, "Bold Buccleugh," have burst just as she was proceeding to sea from Yarmouth. She appears to have been surveyed as recently as January 1869. I should like to see the declaration. Would it not be well to send the surveyor who surveyed her to examine the state of the boiler, and make a report with as little delay as possible? If his report should not be quite satisfactory, then it may be desirable that Mr. Galloway should be directed to go down and make a report. Mr. Galloway goes away to-morrow morning to near Stourbridge, and will return on Tuesday next, the 2nd March.

R. Robertson.

25 February 1869.

I think we have only had three accidents of this kind during the last 14 years to passenger steamers, viz., the "Tonning," the "Parana," and the "Talbot."

— No. 2. —

(M. 1832.)

Board of Trade to the Surveyor General of Steam Vessels.

Board of Trade, Whitehall,
25 February 1869.

Sir,

I AM directed by the Board of Trade to request that you will immediately proceed to Yarmouth, and report upon the explosion on board the steamer "Buccleugh."

It will be necessary that you should take with you one of the London surveyors and one of the assistant surveyors to assist in making the examination for you.

The Board of Trade wish this attended to at once, and they leave it to you to take which of the surveyors you please.

Mr. Galloway cannot attend, as he is engaged on a testing machine.

An appointment as inspector is enclosed.

I am, &c.
(signed) *Thomas Gray.*

The Surveyor General of Steam Vessels.

P.S.—The declarations and duplicate certificate are inclosed herein.

— No. 3. —

(M. 1832.)

MINUTE of the Board of Trade to the Hull Surveyor (Mr. *Parry*).

The Surveyor, Hull,

Is informed that the passenger certificates, No. 2475, for the steam ship "Buccleugh," of Yarmouth, have this day been cancelled, and the owners requested to hand them to the surveyor for transmission to this Board.

25 February 1869. (signed) *Thomas Gray.*

— No. 4. —

(M. 1879.)

DEPOSITION of the Mate of the "Buccleugh."

EXAMINATION on Oath instituted by the Receiver of Wreck at the Port of Great Yarmouth.

ARY HART being duly sworn, deposes as follows; namely,

That he is mate of the ship "Buccleugh," of the port of Great Yarmouth, of the register tonnage of 131 tons, her official number being 45,322 (40 horse-power).

That the said ship is owned by Messrs. Clarke & Reeve, residing at the city of Norwich.

That the said ship is rigged as a steamer; that she was built of wood, at Willington Quay, North Shields, in the year 1863, and that she was classed in Lloyd's List as A 1, eight years.

That the crew consist of 11 hands, including deponent; that the deponent's certificate is a certificate of competency, and is numbered for the home trade.

That said ship had on board a cargo of two steam engines on deck, with a number of empties, some herrings and other goods, shipped by various persons of Great Yarmouth, and consigned to various persons of Hull and Goole.

That said ship had on board, in addition to the cargo aforesaid, 12 passengers.

That said ship was prepared to proceed from Great Yarmouth, on her intended voyage, as named below, on the 23rd day of February instant.

That at the time of sailing, as above, the said ship was tight, and well found, except as may hereafter appear.

That the said ship was bound for Hull and Goole.

That on Tuesday, the said 23rd day of February instant, at 4.50 p.m., the said ship being then at the wharf at Great Yarmouth, and all ready to proceed on her voyage, the steam being up, the master gave the orders and the ship was unmoored, and the whistle sounded, but she had not pushed off more than seven yards from the quay to the westward, in order to avoid two other steam vessels which were lying moored there, and just as the word was given to go ahead, the master being then on the bridge, and the fireman with him, in order to pass the word, and the bridge being just over the boiler, this deponent being then aft, heard a sudden explosion, but could see nothing in consequence of the dense steam and smoke on deck.

That the first thing he saw was the master in the river, between the steamer and the shore, and he was immediately rescued, and it was found that one of his legs was broken, and his forehead cut.

That the fireman, who had been with the master on the bridge, was found on the quarter-deck very much injured about the head.

That upon examining the vessel it was found that the top of the boiler had been blown up, carrying away with it part of the deck, and also the bridge and boats, deck-houses, top-gallant bulwark, galley, and breaking the foretopmast, with other damages.

That the vessel was then secured to the quay, and the passengers landed.

That the loss on the said ship cannot at present be estimated by deponent, and on the said cargo at nil pounds sterling, and that the ship was insured in the (but in what) sum he cannot say, and as to the cargo he cannot say.

That

That in consequence of the casualty to the said ship no lives were lost, the master, although severely injured, and also the fireman, doing well.

That three of the passengers were scalded, but not seriously, and one of the crew received a blow on his head, but not serious. The passengers were able to proceed in another vessel, and the engines on deck were forwarded.

That the boiler was supplied nearly three years since, being one taken from another vessel and repaired.

That it was examined on the 18th of last month at Hull, and a certificate granted.

That the above contents are in all respects correct and true to the best of deponent's knowledge and belief.

(signed) *A. Hart*, Deponent.

Sworn at Great Yarmouth, this 25th day of February 1869, before me,
Charles John Palmer, Receiver of Wreck.

(A true copy),
Charles John Palmer, Receiver.

ADDITIONAL PARTICULARS.

Date of Casualty.	Opinion of the Receiver as to the Cause of the Casualty, *e. g.* Error of Master, Want of Judgment, Stress of Weather, Unseaworthiness, Overloading, &c. &c.	Exact Spot where Casualty happened, and if on or near the Coast, the name of County in or nearest to which situate. The Bearings and Distance of the nearest Town, Village, or other well-known Place should also be stated.	Precise Nature of Casualty, *e.g.* Total Loss through Stranding; Partial Loss through Stranding; Foundered, Collision, &c. &c.	Whether occasioning a Total Loss or only Partial Loss.	If a Partial Loss, state whether the Cargo has been or is to be discharged, in consequence of the Casualty.
1869	Defective Boiler	Yarmouth Harbour	Explosion of Boiler	Partial	Must discharge.

REMARKS as to the Cause and Nature of the Casualty.

The casualty was occasioned by a defect in the boiler, upon which, at the time, there was very little pressure. The boiler was, nevertheless, certified about a month since, and the question arises, how this duty was performed? Had the vessel been at sea there might have been great loss of life and most serious consequences.

— No. 5. —

(M 1895.)

TELEGRAM from the Surveyor General of Steam Vessels to the Board of Trade.

Board of Trade, Whitehall, London.

MR. PARRY should be directed to be present at the inquiry at the Custom House on Monday, at 9 a.m., as both engineers of "Buccleugh" state that he did not go into the boilers on the last or previous survey; I presume the public must be admitted, if they wish it, or reporters.

N.B. Mr. Parry directed to attend.

Captain Robertson,
Custom House, Yarmouth.

— No. 6. —

(M. 2112.)

Surveyor General of Steam Vessels to the Board of Trade.

Board of Trade, Surveyor General's Office,
India Avenue, Leadenhall-street,
4 March 1869.

Sir,

IN pursuance of their Lordships' directions of the *25th February last, I proceeded on the 26th to Yarmouth; and, on my arrival, at once visited the steamer "Buccleugh," when I requested the agent not to allow anything to be moved, which was attended to.

* See *ante*, No. 2.

On the following morning, the 27th, I was joined by Mr. Snowden, the surveyor, and Mr. Spear, the assistant surveyor, who I had directed to follow me, for the purpose of making a thorough examination of the boilers, &c.

This examination occupied the greater part of Saturday, and I was enabled, from what I saw of the state of the boiler and stays, to form an opinion as to the cause of the explosion. On Monday the 28th I examined the different witnesses, which evidence is annexed.

With respect to the nature of the explosion, I found the top portion of the shell of the boiler, 8 feet 6 inches by 4 feet 9 inches, had been blown completely away from the other part of the boiler, taking an upward direction, tearing up the deck, destroying the bridge, boats, galley, and breaking the leg of the captain, and injuring a stoker who was on the bridge with him; also a seaman of the ship, one man and two little girls (passengers) were slightly scalded.

As to the cause of the accident there can be no doubt that, from the examination made (coupled with the evidence of the engineers of the ship, and that of Mr. Moore, who was once a Board of Trade surveyor, and who was well acquainted with the boiler and has been employed by the owners to make repairs from time to time) arose from the very extensive and general decayed state of the shell and the stays, the latter being in such a condition as to be of little or no support to the part torn away.

I feel sure that no person, having any knowledge of the real state of the boiler in question, would have passed it; in fact, the general condition of the boiler was such that the proper course would have been to have condemned it altogether.

This boiler, instead of being two years and a-half old, as stated by Mr. Parry in his declaration, was in reality an old boiler taken out of the "Urania" in which vessel it had been about six and a-half years. The boiler, when in the "Urania," had a semi-circular top, but it was cut down about 10 inches, and a flat top put on in place of the semi-circular one, and underwent certain repairs before it was put into the "Buccleugh."

This alteration in the shape of the boiler reduced its strength, and it was not made up by sufficient stay power.

Having now given the particulars as to the nature of the explosion, and the cause of it, I have with much regret to call the attention of the Board of Trade to the three different surveys made by Mr. Parry.

From the evidence of the engineers and one of the stokers of the "Buccleugh," it is quite clear that in no single instance of a survey did Mr. Parry go into the boiler of the vessel to examine it, nor does he now say in his explanation that he did so: he states that he went into the steam chest when the vessel was at Goole, about July 1868; but this is denied by the chief engineer, who states that he did not do so, but that he, the chief engineer of the vessel, went in and held a light for him (Mr. Parry) to see the interior of the steam chest.

I also desire to call the Board's attention to the statement of the chief engineer of the "Buccleugh" as to the general condition of the boiler for a long time past, and to his having frequently drawn the attention of the master of the vessel to the bad state of it. The chief engineer states that he did so as late as the 18th or 19th February last, about a month after the last survey, and that the master said that he had told the owners of it. On my asking, why the engineer never told Mr. Parry, the surveyor, about the condition of the boiler, he replied that the master would never leave him alone with Mr. Parry, and that he was also afraid to do so from fear of losing his situation.

I further desire to call the Board's attention to the statement of the engineer of the vessel, viz., that he had told Mr. Clarke, one of the owners, only three weeks before, that the boiler was getting dangerous, when he was referred by Mr. Clarke to Mr. Reeve, the other owner, but that nothing had been done to it since.

Lastly, I would call the Board's attention to replies given by Mr. Reeve, one of the owners, to questions put by me.

First, whether he had any superintendent engineer to look after his three steamers.

Secondly, whether the chief engineer had not made a report to the owners during the last three months about the insufficiency of the boiler.

Thirdly, to my question whether he relied entirely upon the reports made to him by the engineers of each of his boats.

I may

I may here add, that Mr. Snowden gave me very great assistance in the examination of this boiler, and entirely agrees in the opinion expressed by me in respect to the nature and cause of this explosion.

In conclusion, I have to observe that in my opinion the Board of Trade surveyor, Mr. Parry, the owners, and the master are greatly to blame, and to some extent the engineer, for this accident, which so fortunately for all has not been attended with any very serious consequences.

I have, &c.

The Assistant Secretary,
Marine Department, Whitehall.

(signed) *R. Robertson.*

Enclosure in No. 6.

INQUIRY into the Nature and Cause of the ACCIDENT to the BOILER of the STEAMER "BUCCLEUGH," 23rd February 1869, at *Great Yarmouth.*

WILLIAM DIVER SWAN, Agent to Messrs. Clarke & Reeve, of Yarmouth, for the Steamer "Buccleugh" and other of their Steamers.

I WAS on the quay, heard the explosion and crush of wood work; being opposite warehouse doors, went into warehouse for protection about 10 minutes to 5 p.m., on Tuesday, 23rd February. As soon as the steam cleared away, I came out from warehouse to see what had occurred; saw the bridge, deck-houses, completely gone, a quantity of wreck laying alongside; next saw the captain in the water clinging to one of the quay piles. Several people were down into wharf directly after the explosion, and raised the captain from the water as quickly as possible; found his leg broken, and had him taken to his home. Hearing one of the fireman was injured, I gave instructions for him to be taken home. Besides these two, one seaman was slightly injured, and one man and two little girls slightly scalded; these were passengers. After seeing the injured people attended to, I turned my attention to the boat to see the amount of damage, knowing it to be an explosion of the boiler. I spoke to William Henley, chief engineer, who said he could not account of it at all. I told him it would have to be accounted for. After this conversation with this engineer, I was employed for the remainder of the evening in getting the wreck from the river. I left the vessel at 11.30 p.m., leaving a policeman and private watchman in charge. The next morning I called on the Collector of Her Majesty's Customs, and asked him whether I should make a report to him, or what I should do. He referred me to Mr. C. J. Palmer, the receiver of wreck. I then returned to the wharf, and had the cargo re-shipped from the "Buccleugh" to the "Zingari." During this day I had some conversation with both the engineers respecting the accident, who said they could not account for it at all. The same evening that the accident happened I reported it to Messrs. Clarke & Reeve at Norwich, the owners, and Mr. Clarke came over the following morning. I told Mr. Clarke the engineers said they could not account for the accident, and Mr. Clarke told me to go over to Norwich the following day with the chief engineer. A question was put to the engineer in my presence as to the cause of the accident, by Mr. Clarke or Mr. Reeve, I forget which, when the chief engineer stated the stays were defective. He said this I have named to you before. Mr. Clarke replied, "Yes, I gave you instructions to get the iron for the stays, as you said you could put them in yourself." He then said, it was not the stays for the boiler that he meant; but he stated what it was for, but which I do not now remember. I know that Mr. Clarke had given instructions to the engineer to procure some iron for the stays which he said he required. I heard this myself. I think this was in December last. I never made any inquiries of the engineer whether Mr. Clarke's instructions had been complied with or not, and don't know to this day.

The chief engineer has been to me several times lately within the last three months; the last time, I think, was about the beginning of January 1869. He said he wanted Mr. Moore's men to repair the boiler. He went to Mr. Moore, who sent men, and they repaired the boiler. I am not aware of the nature of the repairs. I don't think any complaint has been made to me by the engineer, from the time of the survey at Hull, on the 18th January 1869, up to the time of the explosion.

Since 1850 I have been in the employ of the company, and for more than 10 years I have acted as agent for the owners of the "Buccleugh."

The boiler of the "Buccleugh" was made by Messrs. Marshall, at South Shields, for the steamer "Urania" in 1860. It was removed out of the "Urania" in 1865, and put into the "Buccleugh" after extensive repairs to it at Norwich by Mr. Rouse. In 1866 I believe the boiler had some alterations made to it. I am not aware of the pressure at which this boiler was worked in the "Urania." Nothing has occurred to the boilers and machinery of the "Buccleugh" to prevent her making her regular voyages during the last three months. I don't know when the crank shaft was broken, but a new shaft is all ready to go into the ship. At the time of the accident the vessel had been removed a little from the wharf. I know that the whistle did not make much noise, and the chief engineer told me the cause was there was so little steam, and he was afraid when the captain gave orders to go ahead he

he would complain of want of steam. I saw the engineers both before and after the accident, and I believe they were perfectly sober. To the best of my belief they are both steady and respectable men, as far as I know.

I do not consider myself in any way responsible for the efficiency of the boilers or machinery, and the ship for some time past has made her voyages regularly, and I am not aware of anything having occurred to the machinery to detain her on her passages. The statement made respecting the insufficiency of steam was made to me by the engineer after the accident. I believe the engines were moved astern just previous to the explosion.

The above statement having been read over to me is correctly given.

(signed) *W. D. Swan.*

Ary Hart, Chief Mate of the "Buccleugh," the number of whose Certificate is 120,726, as Master of Home Trade.

I was mate of the "Buccleugh" at the time of the explosion of the boiler, 23rd February 1869, and have been in her two months. At the time of the explosion, which was about 4.50 p.m., I was aft against the wheel, the captain had just asked me if the vessel was clear of one of the wherries near the screw, and I replied, "All clear, sir," when he ordered the engines to go easy ahead. Immediately on the order being given I heard a loud explosion, but I could see nothing for the steam. As soon as the steam cleared away I saw the captain in the water, and I also saw the boat-bridge and side-houses floating about in the water, and we then proceeded to pick up and clear away the wreck. At the time the engines were ordered to go ahead I did not observe if there was or not any steam escaping from the waste steam pipe; the engines had been previously moved astern, but only a very little. I heard the whistle sounded, but it was very weak; at other times it was strong; in my opinion it was weak through want of steam. The whistle was blown about five minutes previous to the explosion. I did not notice if either of the engineers were on deck at the time. I saw both engineers after the explosion when they were both sober. The "Buccleugh," during the two months I have been in her, has not been stopped at sea in consequence of anything happening to the machinery; but she had to stop about 15 minutes on the 15th January, about an hour after leaving Hull, one of the tubes in the boiler having given way. We made two extra voyages in the month of January, owing to the "Zingari" being under repair. I was on board the "Buccleugh," on the 18th January, when the Surveyor of the Board of Trade came on board to examine her; this was at 10 a.m. I don't know how long he was on board; the vessel was lying in Hull dock, neither do I know what took place, I only remember seeing him on board. During the two months I was on board the vessel I heard the engineers say that the boilers were getting worse: this was after the survey, I think about a week after. I never heard from the engineers of their having made any complaint about the machinery to the agent or the owners. In my opinion the vessel was, in all respects, sufficient as regards the hull and equipments.

One of the extra voyages alluded to above was made before, and one after, the survey on the 18th January.

The above statement having been read over to me is correctly given.

(signed) *Ary Hart.*

William Henley, Chief Engineer of the Steamer "Buccleugh."

I have been employed on board this vessel three years and nine months. I hold a second-class certificate of service, numbered 2,040. At half-past three p.m. of the 23rd February the captain told me to get ready; we had then one fire banked up; I told the fireman to light the other fire and get the steam up; this was about half-past three p.m.; I looked at the glass and saw that the water in the glass was from 5 to 6 inches, that would be about 7 inches over the combustion chamber, at the back end. After I had given the order at 3.30 p.m. to get the steam up, I told the second engineer to get ready. I remained on deck until the captain came on board, which would be about 4.10 p.m. Seeing the captain go on to the bridge, and the fireman with him, I observed a wherry under the quarter; I told the man in the wherry to shift clear of the propeller. Soon after this I was coming towards the engine-room, when the explosion took place. I never went into the engine-room between the time, viz., 3.30 p.m. and when the explosion took place; I left that to the second engineer. I observed the water gauge just a few minutes previous to the explosion, when it showed 5 or 6 inches. I did not see by the steam gauge what pressure was indicated. There was a little steam escaping from the waste steam-pipe; but I don't know if the working valve was eased or not; the water in the gauge glass was solid at the time; I know it was solid, because I turned the cock to let the water out at 3.30 p.m., when the water returned quickly into it. The blow-off cocks had not been opened on that day.

I was engineer of the "Buccleugh" when the present boiler was put into her at Norwich; it was taken out of the "Urania," and repaired at Norwich by Mr. Rouse; the boiler, before being placed in the "Buccleugh," was cut down, and a flat surface placed on the top of it instead of a round one to fit the boat. This boiler, as altered, was put into the "Buccleugh"

"Buccleugh" about two and a-half years ago, the pressure was 20 lbs., and has never been altered since; the same valves and weights are in her now as were placed in her when the boiler was first put into the "Buccleugh" two and a-half years ago. I saw this boiler after it came out of the "Urania," before it was altered. It was taken out of the "Urania" because it was condemned by the engineer of that vessel, I believe; I heard it from himself. I saw the boiler of the "Urania" before it was repaired at Norwich, and I considered the inside of it in a very bad state; some part of it was repaired, viz., some new tubes were put in and some old ones; the top of the boiler, which was round, was replaced by a flat surface, with three vertical stays attached to the angle iron at the top and bottom of the boiler; the stays, as far as I remember, were 1⅛ inch. About three or four months after this boiler was put into the "Buccleugh," the old tubes began to leak; I told the captain about this, and 107 new tubes were put into it by Mr. Moore some months after. Since then I have frequently complained to the captain of the state of the boiler; I told him the fire-box ends were cracked, and the up-take kept giving way, the stays being bad; the last time I complained of this was when we were at Hull on the 18th or 19th February, and no notice was taken of my complaints. I don't know if the captain spoke to the owners or not; he told me he had. This was on the 18th or 19th February. I have never had any confidence in this boiler since it has been put into the "Buccleugh." After the boiler was repaired at Norwich it was tested by water pressure up to 27 lbs. only; I saw the gauge myself, and it stood at 27 lbs.; at the time the 27 lbs. pressure was on it, it leaked in the corners in the back ends. About three weeks ago I mentioned to Mr. Clarke, one of the owners, that we must have something done to the boiler, as it was getting dangerous, and he referred me to the other owner, and nothing has been done since then. At the time the boiler was put into the "Buccleugh," I thought the flat surface was dangerous, because there was not sufficient stays. There was three verticle stays to the flat surface put into the boiler when it was altered, and when I was last in the boiler they were there; I did not go to the bottom of the boiler, between the furnaces, to see whether the stays were secure or not; but I am sure there were three. I did not look to see if they were attached to the angle-iron at the top of the boiler. The last time I went into the boiler, three weeks ago, was to put a small plate on to the take-up.

The steam chest was new when the boiler was repaired. I don't know if the furnaces were new. I can't say when the top of the combustion chamber was bulged down. I did not observe it when I went into the boiler last, because, I was not so far back. The pressure the boiler have been worked at by me during the last three months has not exceeded 17 lbs., because I was afraid of the boiler. I remember Mr. Parry surveying the vessel on three different occasions, and on neither occasion did I call Mr. Parry's attention to the defective state of the boiler, because the captain was with us each time, and I was afraid to do so. I remember Mr. Parry, the Board of Trade surveyor at Hull, coming on board to survey the vessel on the 18th January last. I do not exactly remember the time, but I think it was in the forenoon. Mr. Parry asked me to let him see the Government valve; I went and got the key from the captain, took the cover off the valve-box, and took the weights out at the request of Mr. Parry; the valve was free, and Mr. Parry measured the size of the seat himself; I believe he lifted the valve out himself, and I believe he entered the particulars in a book; he took no notice of the working valve. Mr. Parry told me to take off the man-hole door at the top of the steam chest, which the second engineer and the fireman did; and Mr. Parry looked in through the man-hole door, but did not go into the boiler, and told me that we must have some new stays put in the take-up when we laid up. Mr. Parry could not, by looking in at the man-hole door, see any part of the boiler which has since exploded. I was with him at the time, and can positively swear that he did not go into the boiler. Directly after Mr. Parry looked in, the man-hole door was put on again.

Mr. Parry then went down into the engine-room, looked at the broken shaft, and told the captain we should have to stop in a week's time. Mr. Parry, with the captain, then left the engine-room; and I saw no more of Mr. Parry.

The previous survey to this took place at Goole, in July 1868. On that occasion I went into the steam-chest of the boiler, and held a light for Mr. Parry to look at that part; but he did not go in, he only put his head in at the man-hole door, and told me which way to go with the lamp; he ordered some stays to be put in then, which was done; that was in the up-take.

About 14 months ago Mr. Parry came on board with Mr. Hamerton, the previous surveyor, to survey the boat for a six months' certificate. On that occasion neither Mr. Hamerton nor Mr. Parry went into the boiler; but they did look in at the man-hole door and the doors at the sides of the furnaces. I never called the attention of either Mr. Hamerton or Mr. Parry to the state of the boiler, because I was afraid of losing my situation. The captain would never leave me alone with Mr. Hamerton or Mr. Parry. I was never told by anybody not to tell the surveyors anything. In my opinion this accident has arisen from the shell of the boiler being too weak to bear the pressure, and owing to the want of sufficient stays. The captain has several times told me that he had no confidence in the boiler, nothwithstanding.

The above statement having been read over to me, is correctly given,

(signed) *W. Hanley.*

Questions by Mr. *Parry*, Board of Trade Surveyor at Hull.

Q. Did I not, on the 18th January, have the smoke-box doors and the port-furnace door opened, and examine the boiler in those parts?

A. I did not see you do so. I was in the engine-room all the time you were there.

Have any workmen been employed, since the last survey, in the boilers?—Yes, sir; a new stay has been placed across the steam chest, and a new plate on the same.

Do you remember how many times I visited the vessel at Goole during the month of July?—I think you visited the ship twice.

Did you see me on both occasions?—I think I could swear that I did.

Do you remember about what time of the day the first visit was made?—No, I do not.

Do you remember the time at which I was on board, on the second visit at Goole?—No.

Was it in the morning, do you think?—It was in the forenoon, I am almost certain.

Do you remember my having visited the ship at six p.m., at Goole?—I remember your being on board one evening, but I do not know the hour.

Did I not go into the boiler and leave orders what was to be done?—No, you were never at all in that boiler whilst in the "Buccleugh."

Who gave directions respecting the repairs made at Goole, July 1868?—You did, on the second visit.

What were the repairs ordered?—You ordered some new stays to be put in the take-up, which was done.

Were those repairs completed by the time I visited the ship the second time?—You told me to get what I could done by to-morrow. I got as much done as I could; the men were working all the night.

Could I at any time have visited the vessel and gone into the boiler, without your knowledge?—You could not.

By Captain *Robertson.*] Were the man-hole doors or the doors at the side of the furnaces ever open during your absence?—No; they were never open.

Well, when were they open?—On the second visit of Mr. Parry in the forenoon.

What took place on that occasion?—He asked me to have the man-hole door taken off, and told me to go inside with a light, which I did, but he did not go in. He then directed me to have some new stays put in.

Is it possible to get in at the man-hole door, and get to the spot where the explosion took place?—Yes.

The above statement, having been read over to me, is correctly given.

(signed) *W. Hanley.*

Did you ever do so?—Yes, sir.

Were you able to get to the after-part of the combustion chamber?—I could get to the top of it; I did so, and put a patch on it some months ago.

Was there any part of the interior of the boiler which you could not get to?—I could not get to see the back part of the combustion chamber.

How did you get to the combustion chamber to examine it?—Through the furnaces.

Now, in putting the patch on the combustion chamber, how did you get to it?—Over the tubes and between the stays.

Questions by Mr. *Reeve*, one of the Owners.

When the boiler was taken out of the "Urania," and being altered for the "Buccleugh,' did you come up to Norwich more than once to look at it?—No, not until we went up in the boat.

Did you visit the boiler frequently whilst it was being altered and repaired?—I went several times to the yard whilst they were finishing the boiler.

Had you any other employment at Norwich beside attending to this boiler?—Yes; getting the old boiler out, and several other jobs.

Were you not frequently called up to the yard to see the repairs going on to the boiler?—No, not to my recollection.

Whilst the boiler was being repaired and altered, did you make any objection at the way in which it was being done?—No; only as regards the steam chest. I suggested to Mr. Rouse that the steam chest should have gone back instead of overhanging the boiler.

Did you express to me your approval of the manner in which the alterations and repairs were executed after they were finished?—No, I never did.

Did you not, some three or four months back, call at the office to see me, and complain that the boiler wanted some new stays?—No; I have not been in Norwich for the last 12 months, that I remember.

Did you speak to anyone else at Yarmouth respecting these stays?—Yes; I spoke to Mr. Clarke about some repairs that were required, viz., some stays were required in the boiler; and he asked me if I could not do it myself, being an engineer. I told him I could take them out and put others in, and he said I was to go to Mr. Plane, the blacksmith, and he would send for some iron for us. This was never supplied.

Were

Were you not told by me to get the iron for the stays at Allot's, at Hull, and get them done?—No, sir; you never told me so.

When the boiler was being tested at Norwich, was not the gauge up to 60 lbs.?—No; not this boiler; it was only up to 27 lbs. for I was close to the gauge.

The above statement, having been read over to me, is correctly given.

(signed) *W. Hanley.*

Additional Question by Mr. *Parry.*

Did you hear Captain Wright say to Mr. Parry that, as soon as she had made another voyage to Newcastle, when the "Zingari" would be finished, the vessel would be laid up for repairs?—Yes, after a voyage or two, I am not sure which.

(signed) *W. Hanley.*

William Anderson, Second Engineer of the "Buccleugh," holding a Certificate of Service, numbered 406.

I have beem employed on board this vessel as second engineer for about six years. At 3.30 p.m. on Tuesday, the 23rd February, the chief engineer gave me orders to get up the steam. One fire had been lit about 12 a.m.; before lighting the second fire at 3.30 p.m., I tried the water gauge by turning the cock, and found it all right, the water standing about six inches in the glass. I then oiled the engines, and at about 4 p.m. I dropped the valve. The Captain came on board at about 4.10. p.m. and blew the whistle, which sounded very weak, the pressure on the gauge being at that time about 15 to 16 lbs.; the gauge stands at about 3 to 4 lbs. when the steam is not up; the real pressure would be about 11 or 12 lbs. I then told the fireman to coal lightly, as the steam was rising. About four or five minutes before the explosion, I observed 19 lbs. on the steam gauge, and the water gauge between five and six inches. I then eased the valve. Orders were then given to turn astern. Not more than five or six revolutions were made when orders were given to stop her. Next order given, "Easy ahead," then "Stop her," and then "Go astern," when the explosion took place. At this time the valve was eased, and the steam blowing off rather strong from the waste pipe. The condensed steam pipe from the safety-valve box was, I believe, quite clear; it was so, at all events, on our arrival from Hull, on the Saturday previous. The condensed steam from this pipe went into the cook's coppers. The chief engineer, from the time of lighting the second fire at 3.30 p.m, until the explosion did not come into the engine-room. The donkey engine had been used between 10 and 11 a.m. to fill the boiler, but not afterwards.

I knew nothing of this boiler before it was put into the "Buccleugh," except that I had seen it from time to time on board the "Urania." I have frequently been into the boiler; the last time was on last Friday week, when I went into the boiler to put a small plate on the up-take; at this time the boiler was very warm.

The boiler for the last six months has been leaky about the tubes and fire-box ends. In my opinion this boiler has not primed more than any other boiler.

The chief engineer and myself have frequently talked about the weak and defective state of the boiler; the safety valves have always worked freely since I have been in the vessel. I can't say whether I have heard the chief engineer say more than once or twice if he had any difficulty in getting repairs done. I know very little about the construction of boilers, but I never considered this boiler a very strong one because it was composed of old and new plates. I think the boiler was sufficiently stayed with the three vertical stays when it was first put on board the "Buccleugh," but I've been thinking for the last six months it has been getting weak through the stays getting eaten away.

I believe there were three vertical stays in the boiler previous to the survey at Goole. I never to my recollection remember reporting to the chief engineer that anything was wrong with the boiler.

A small accident happend to two or three tubes about two or three months ago, after leaving Hull, coming out of the Humber.

I believe one new vertical stay has been put in during the last six months, but I'm not sure.

At the time of the explosion the valve was eased and the furnace doors were open.

I was on board the vessel on the 18th January last, when Mr. Parry came on board to survey her; this was some time in the forenoon. At the request of the chief engineer I took the man-hole door off, and about 10 minutes afterwards he ordered me to put the man-hole door on again. I can solemnly swear that Mr. Parry did not go into the boiler; he got into the steam-chest top and looked in; it was not possible to see any part of the boiler that is exploded from the man-hole door. I saw the weights out of the Government safety-valve, and saw Mr. Parry looking at them, and I think I brought the callipers up to the engineer. Mr. Parry did not go into the boiler in any way. There was nothing opened at all to let him in except the man-hole door. Mr. Parry at this time, when in the engine-room, looked at the broken shaft, but I don't remember what he said.

I remember the previous survey made by Mr. Parry at Goole, and I believe it was about July 1868. When Mr. Parry came on board the man-hole door was off, but no other part of the boiler was open, to the best of my recollection. I cannot say positively whether

Mr. Parry went into the boiler on this occasion, because I was below busy with the shaft.

I remember a survey which took place about 14 months ago, when Mr. Parry came on board with Mr. Hamerton, the former surveyor, to survey the boat; and on this occasion neither Mr. Parry nor Mr. Hamerton went into the boiler, to the best of my recollection. I saw Mr. Parry look into the man-hole, and he asked me to take the distance between the stays; I did so, and shortly afterwards put on the man-hole door. Mr. Parry did not go into the boiler whilst I was taking the dimensions of the stays; on my coming out of the boiler Mr. Parry was standing on the bridge or the steam chest. I saw Mr. Parry afterwards in the engine-room, and the engineer told one of the firemen to go into the back part of the furnace with a light to show Mr. Parry, who looked in at the top of the fire-box.

In my opinion, from what I have seen of the boiler since the explosion, the accident was caused by the weakness of the stays on the top of the combustion chamber, and the thinness of the shell where it has broken away.

Questioned by Mr. *Parry*. *Q*. What time expired between your taking off the man-hole door and putting it on again, on the 18th January?—*A*. About 10 minutes.

Did you put it on?—Yes, with the assistance of Joseph Howes, the fireman.

Where was I during that 10 minutes?—You were round by the port-side boat.

Did you see me look into the man-hole door during any part of that 10 minutes?—Yes, I did.

Did I go below into the engine-room whilst the man-hole door was off?—I saw you in the engine-room, but I don't know if it was that 10 minutes.

Was I in the engine-room when you put the man-hole door on?—I cannot say.

Are you quite sure that the smoke-box door was not open during the time I was on board the boat?—I am quite sure it was not open; nor any other part except the man-hole door.

Would it have been possible for me to have gone into the boiler when at Goole, July 1868, without your knowledge?—Yes: but I never saw you.

Were not several stays put into the boiler, or rather the take-up of the boiler at Goole, by my orders?—Yes; and I understood from the chief engineer that it was by Mr. Parry's orders.

Was it possible to get through the man-hole door to the top of the combustion chamber where the stays were?—Yes: quite easy by crawling between the tubes in the middle or on the top.

Have you been in there yourself?—Yes, several times within the last four or five months.

When were you there last?—Within the last two months.

When you were in last what was the general state of the stays at the top of the combustion chamber?—Some of them very bad and some much decayed.

Were any good?—Some were better than others, but I cannot say any were good.

By Captain *Robertson*. When you last went into the boiler and found the stays at the top of the combustion chamber, as you state, very bad, did you notice whether there was two or three vertical stays?—I did not take notice; I cannot say.

Did not you consider that a part of your duty?—No, I have never had that duty to do.

When you found, some two months ago, that there was not a single good stay on the top of the combustion chamber, did you say anything about it to anybody?—Not that I am aware of.

The foregoing statement, having been read over to me, it is correctly given.

Witness, Herbert F. Brooks. (signed) *William* his × mark *Anderson*.

JOSEPH HOWES, fireman on board the "Buccleugh" at the time of the explosion, on Tuesday, the 23rd February 1869.

I HAVE been in her since she was built; I lighted one fire at about 12 a.m. and the second one at 3.30 p.m.; at that time the water-gauge glass had about five or six inches in it; we began to get a little steam up at about 4 p.m., the valve being slightly raised. At the time of the accident the steam gauge showed 19 lbs.; the steam gauge, however, stood at 3 or 4 lbs. when the steam was not up, so that the actual pressure would be only about 15 lbs. or 16 lbs., the water gauge at that time being five or six inches. Just before the explosion the engine had been moved first astern, then ahead, then astern, when the explosion took place. The average pressure when at sea is about 16 lbs. or 17 lbs., and there was no difficulty in keeping up 16 lbs. of pressure with good coals.

We pumped the boiler up by hand before 12 a.m., but the donkey engine was not used afterwards. The blow-off cocks were opened in the morning to run the boiler up; I was employed in cleaning the boiler about three weeks ago; I did not observe if there was three

three vertical stays in the boiler at that time; I have heard the chief engineer say, within the last two months, that is before the last survey by the Government surveyor, that the boiler required an overhaul.

I remember Mr. Parry, the Government surveyor, coming on board on the 18th January last; I was on board the whole time he was there; I and the second engineer were ordered by the chief engineer to take the man-hole door off, which we did; I am not aware if Mr. Parry looked in at the man-hole door, but I know he never went into the boiler; the man-hole door was off only about 10 minutes, no other part of the boiler being open at that time. Mr. Parry came down into the engine-room whilst I was there and looked at the shaft, with our captain, and then went on deck again; I am quite sure Mr. Parry did not go into the boiler that day; I cannot say whether the safety valves were open that day.

I remember Mr. Parry coming on board at Goole in July 1868. I, with the second engineer, was employed in getting the shaft out in the after hold; I cannot say what Mr. Parry did on this occasion.

I only saw him once on board when the ship was in dry-dock at Goole.

I do not remember Mr. Parry coming on board with Mr. Hamerton, the former surveyor, about 14 months ago. I have never heard the engineers make any remarks about the surveys except about the last, when they spoke to each other about the Government surveyor not going into the boiler; they said that he ought to have gone in; I have never heard the engineers complain of not being able to get any repairs done by the owners or anyone else.

Questioned by Mr. *Parry*.—*Q*. Have my movements on the last survey been mentioned to you by anyone since the explosion, or before?—*A*. Nothing more than what the engineers said about your not going into the boiler on the survey.

Would you have remembered of your own knowledge whether I went into the boiler or not if you had not been reminded by the engineer of it?—Yes, I know of my own knowledge that you did not go into it.

The foregoing statement having been read over to me, is correctly given.

Witness, Herbert F. Brooks. his *Joseph* × *Howes*, mark.

Questions by Captain *Robertson*.—*Q*. Is there any difficulty in getting to the top of the combustion chamber where the stays are?—*A*. I can get only my head on to the top of it.

Were you with the engineers when the patch was being put on the top of the combustion chamber?—No, I do not remember it.

How do you manage to clean the water space at the back of the combustion chamber?—I cannot get at it at all.

Witness, Herbert F. Brooks. his *Joseph* × *Howes*. mark.

GEORGE WILLIAM MOORE, Engineer.

I WAS Board of Trade Surveyor from 1850 until 1866, and during that time I frequently surveyed the boiler of the "Urania," which boiler is now in the "Buccleugh," but altered from a semicircular to a nearly flat surface by being cut down about 10 inches. I surveyed this boiler when new on board the "Urania" on the 17th November 1859; it was in good condition and of a good form, with a better steam chest; the pressure I allowed then was 20 lbs., and on 20th May 1863 it was repaired at Goole by Mr. Pilkington. On 27th June 1865 I reduced the pressure to 17 lbs., in consequence of the top of the boiler getting thin; I then ordered the top of the boiler to be cased with plates, and I granted a certificate for one month only.

I then informed the owners that the boiler was so bad I could not grant another certificate, and that it must be taken out; this was done, and a new one was put on board the "Urania."

This boiler was then taken to Norwich, and repaired by Mr. Rouse; the top was cut down about 10 inches to fit the "Buccleugh"; the extent of the repairs was new fire-boxes, new steam chest, new up-take, and new top to the boiler; the back tube plates were repaired and new stays throughout the boiler. This was done just previous to its being put on board the "Buccleugh."

After this boiler was put on board the "Buccleugh," I surveyed it on the 4th June 1866, and granted a declaration for six months; the pressure on the boiler at that time was 20 lbs.; since then I have had nothing to do with it in connexion with the Board of Trade, having resigned my appointment.

In the month of September 1867 I repaired the boiler by putting in about 107 new tubes, and on several occasions since I have put patches on. The engineers had some plate iron from my works on 9th November and 7th December 1868 for repairs, which they did themselves; I believe they were for the take-up. On 20th January 1869 I put a plate on the angle of the steam chest, on the outside. On 2nd February 1869 I put another plate on to

the take-up, and a new stay was put in; I did not see the boiler during the time it was under repair at Norwich; I do not know at whose suggestion the boiler was cut down, nor do I know who ordered the three vertical stays to be put in, but the arrangement in the old boiler as regards the stays was the same; the stays were 1¼-inch square and 1½-inch round when they were first put in; I did not see the boiler tested at Norwich, but I believe it was sufficiently strong enough to bear a pressure of 20 lbs.

The plates and angle irons of the part put in, which has since exploded, were quite new; the thickness was ⅜-inch. I heard it was Lowmoor iron.

By Captain *Robertson.*] *Q.* Supposing from what you now see of the boiler, had you been called upon to survey it, would you have passed it at all?—*A.* Not unless it had been very much strengthened by T-iron stays from the top down the sides, and new vertical stays; and I should then have reduced the pressure to about 17 lbs.

Previous to the explosion of the boiler, had you any idea of its weak state, having made sundry repairs to it from time to time?—I had, from the report made to me by my man who made the repairs last, and who stated that the stays were in a very bad state.

Did you mention this to anybody, and if so, when?—Yes, I mentioned it to Mr. Swan, the agent of the owners, on February 3rd, the day after my people had made the repairs.

Have you any doubt as to the cause of the explosion?—I attribute it to the weakness of the shell from over pressure.

Questioned by Mr. *Parry.*] Do you think it possible to have ascertained the state of the boiler from the inside?—Yes.

Knowing the boiler to have been over nine years old, would you not have made a more careful survey than if it had been represented to you as only two-and-a-half years old?—Yes.

By Mr. *Reeve.*] Do you not think the age of a boiler should be calculated by the work it has to do, as well as by the time it has been worked?—A boiler is just as likely to be injured by laying up as by working, if left in a dirty state.

The foregoing statement having been read over to me, is correctly given.

G. W. Moore.

George Horsley.—I have a first-class certificate of service as Engineer.

Q. When were you last engineer of the "Urania," and when was the boiler taken out of her?—*A.* It was taken out about three years ago, because it was in very bad condition; it was taken out at Lowestoft.

What was the matter with it?—The fire boxes, smoke box, up-take, and top of boiler was very thin, the stays were not in such a bad condition as the other part. The pressure at this time had been reduced from 20 to 18 lbs.

How old was the boiler then?—The boiler had been in the "Urania" about six-and-a-half years, and the original pressure was 20 lbs.

Was the boiler taken out on your recommendation?—I complained to the surveyor of the Board of Trade, Mr. Moore, and the owners, who had it taken out as soon as possible.

By Mr. *Clarke.*] Did you not tell me that the back, sides, and bottom of the boiler were in very good condition, and that if the inside part was renewed, it would be a very good stay-by boiler for us?—Yes.

The foregoing statement having been read over to me, is correctly given.

George Horsley.

Mr. Swan recalled.

Q. Did you hear from anybody since my survey in January last, that a verbal guarantee was given to me that the vessel should be laid up in about a week from that time for repairs?—*A.* Yes.

Did you hear who gave me that promise?—Yes, Captain Wright.

By Captain *Robertson.*] Have you any pecuniary interest in this company?—None whatever.

Has Captain Wright?—Not to my knowledge.

W. D. Swan.

By Captain *Robertson* to Mr. Parry.

Q. With reference to the question put by you to Mr. Swan, respecting the laying by of the vessel for repairs, what does that mean, as you had actually granted a declaration for six months?—*A.* It means that I saw sufficient of the boiler to convince me that it was not in a good state, but at the request of the captain, together with his promise, I gave the declaration, he pointing out to me how inconvenient it would be to the owners to deprive the "Buccleugh" of her certificate whilst the "Zingari" was under repairs.

Why not have given one for a much shorter period, as you had some doubt?—This I admit to have been an error in judgment in giving the declaration for six months, but as a new crank shaft was lying ready for the ship in Hull, I considered there would have been no doubt of the vessel laying by in a fortnight.

Henry Parry.

Witness produced by Mr. Reeve, one of the Owners.

JOHN DOWDING, a Rivetter and Caulker at Norwich.

THIS boiler was taken out of the "Urania," and was brought to the shop where I work, Mr. Rouse's, who has left the country, to be altered and repaired; I worked upon it; the repairs done were, new flues, new steam chest, and take-up. The top was cut down to nearly the level of the tubes, and a new top put to it, secured by some stays, I cannot say how many, and the work was satisfactorily done to all parties concerned. The boiler was tested by water pressure, but I cannot say to what amount.

Questioned by Mr. *Reeve.*] *Q.* What was your opinion of the boiler when finished?—*A.* I considered it in every way fit as regards the workmanship and material.

During the repairs of the boiler, did you ever see the chief engineer, Mr. Hanley, at your yard?—Yes, during the time the boiler was under repairs, he visited the yard several times, and went into all parts of the boiler as far as he could, and said it was a very good boiler indeed, and we would have a supper over it when it was finished.

You say you saw the engineer several times; how many times do you think?—I believe three or four times a week, and that was for about seven weeks in all.

The foregoing statement having been read over to me, is correctly given.

J. Dowding.

Mr. REEVE having expressed a desire to make an explanation on the part of the owners, proceeded to state as follows:—

When we were advised by our engineer, George Horsley, that the boiler in question would make us a useful boiler if thoroughly repaired, we consented to do so, and placed it in the hands of Mr. Rouse, of Norwich, for that purpose, and which cost us 467 *l.* 16 *s.* 7 *d.*, and comparing this with the offer we now have from Messrs. Hawthorne, of Newcastle, for a new and suitable boiler, working up to 45 lbs. for 440 *l.* sterling, we consider that the cost of the repairs ought to have been a guarantee of its goodness.

Questions by Captain *Robertson.*] *Q.* Have you any superintending engineer to look after your boats?—*A.* We have not, except the engineer of the boats.

Are they instructed to report to the owners when anything is required to be done?—Yes, to my partner, Mr. Clarke.

Are you aware of the engineer of the "Buccleugh" having made a report to the owners, during the last three months, of the inefficiency of the boiler?—Yes, he made a report to me at Norwich about October or November, and I asked him the nature of the defects; he told me the vertical stays were bad, and I told him to get Moore to do them, to which he replied he could do them himself if I gave him the order for the iron, and I told him to procure it from Allot's, at Hull, and I thought it was done.

Was it the engineer of the "Urania," Mr. Horsley, who recommended you to make the alterations and repairs to the boiler, before it was put into the "Buccleugh"?—Yes.

Then you rely entirely upon the reports made to you by the engineers of each of your boats?—Yes, and also to the reports of the Board of Trade surveyors, when they make their examinations.

Do you ever employ any other engineer than the engineer of the vessels to report upon the state of the machinery?—No, never.

Richard Reeve.

Mr. PARRY then made the following statement:—

THE first survey made by me on the steamship "Buccleugh" was made on the day of my arrival at Hull, on my first appointment as a surveyor; I am quite unable to state with certainty whether I went into the boiler or not at that time; if I did not, it was because I was quite unacquainted with the regulations and the mode of procedure on such occasions.

The second survey, made at Goole about July 1868, I am quite prepared to declare that I did at that time go into and examine the steam-chest portion of the boiler, but in consequence of its peculiar and unusual construction, I could not get under the flat top to examine that part satisfactorily. The boiler having also been represented to me as being only two years old by Captain Wright, I considered from the condition of the other parts, that there could not be anything so bad in the top to require me at that time to have means of access afforded by a plate being removed from, or a man-hole door cut in the top of the boiler. The small defects that I saw in the steam-chest I gave directions for them to be made good.

The third survey at Hull, January 1869, I saw sufficient of the boiler at this time, through the man-hole door to convince me that its condition was not very good, and I only gave the declarations upon a clear promise from Captain Wright, who I understood was a part owner of the vessel, and through whom all matters connected with the registered owners and myself had hitherto been conducted, that she should be laid up in a week for a thorough overhaul, when all defects would be made good to my satisfaction.

I would have had her laid up at once, as a new crank-shaft was lying ready to put into

the vessel, but that the "Zingari," another vessel belonging to the same owners, was under repair, and it would have been attended with great inconvenience to the owners, if the "Buccleugh's" certificate was taken away from her at that time. I hesitated, under these circumstances, to do so; I am now quite aware that this was a great error of judgment on my part; but notwithstanding, had the captain's promise to me to lay the vessel up in a week's time been kept, this accident would never have happened. I feel now that I should have only given a certificate for one month, and I exceedingly regret so great a departure from my usual practice on such occasions.

I venture to assert that the Board may ascertain by inquiry, which I much wish for, that it is not my practice to perform my duties in a careless or negligent manner.

If the vessel had come into my hands at Hull, as promised, for repairs, it was my intention to have the deck taken up, so that some plates might be removed to enable me to examine the inside top of the boiler.

I now leave my case in the hands of the Board, and hope that, though I have committed an error on this occasion, that they will take into their consideration the whole of the circumstances of this case, and also my endeavour to perform my duties satisfactorily whilst I have been in their service, hoping that they will still extend to me that confidence that it has always been my anxiety to retain.

Henry Parry.

By Captain *Robertson.*] *Q.* THEN am I distinctly to understand that you have never inspected that part of the boiler where the explosion has taken place?—*A.* Certainly; I never could get there, owing to the contracted space and the cross stays in the boiler.

Did you not order on one occasion a new vertical stay to be put in at that part of the boiler which has exploded?—Yes, I ordered one of the stays supporting that part of the boiler to be renewed, as I could see from the steam-chest that it was defective. This was at the second survey at Goole, about July 1868.

Do you know if that stay ordered by you to be renewed has been put in?—I only know from the engineer telling me that it had been done, and I relied upon this at the last survey.

Henry Parry.

— No. 7. —

(M. 2198.)

Hull Surveyor to Board of Trade.

Office of Surveyor of Steam-vessels to the Board of Trade,
Custom House, Hull, 1 March 1869.

Sir,

I VERY respectfully beg to bring to your notice some points of importance with reference to the explosion on board the steamship "Buccleugh," which escaped my notice during the inquiry at Yarmouth, as I was at that time very fatigued from travelling, much excited, and wholly unprepared for the investigation.

I made the first survey, in company with Mr. Hamerton, on my arrival in Hull. He would have given the declarations on that occasion but for some delay, as the certificates of the officers were incorrect.

On the second survey at Goole, in July 1868, I went into the boiler, but found it quite impossible to get under the flat top, as the clear space in the widest part was but 13 inches, and this was reduced in several places by the angle irons across the top. The parts that were accessible I carefully examined, and had all defects in them made good.

On the last survey in January 1869, I inspected every place that I knew it was possible to get to; but knowing, from the former survey, that it was not possible to get under the top, I did not make the attempt on that occasion, but I could see all the steam chest from the man-hole.

Judging from the general state of the boiler in the parts that could be examined, together with the age, as represented to me, I did not see anything to justify me in compelling the owners to have means of access afforded, which could only be done by removing the galley and deck houses, causing a detention of several days to the vessel, as also much expense.

In conclusion, I venture to hope that the Board, taking into consideration the fact that the explosion has not taken place at any portion of the boiler where a satisfactory examination could have been made, will conclude that I performed my duty as far as the circumstances of the case would allow.

I have, &c.

The Assistant Secretary,
Marine Department, Board of Trade.

(signed) *Henry Parry,*
Surveyor.

— No. 8. —

(M. 2199.)

Messrs. *Clarke & Reeve* to Board of Trade.

The recent Explosion on board the Steam Ship "Buccleugh."

Sir, Norwich, 6 March 1869.

Since you were at Yarmouth holding this inquiry some important evidence has come to our knowledge, and which we consider ought to be laid before you before you make your report to the Board of Trade, and we beg to inquire if you would feel disposed to open this matter and hear same *viva voce*, or any other course you may suggest, and we shall be glad of being informed if at any future inquiry our interests could be watched by an attorney or barrister.

We are, &c.

Captain Robertson, R.N., (signed *Clarke & Reeve.*
Board of Trade.

— No. 9. —

(M. 2199.)

Board of Trade to Messrs. Clarke and Reeve.

Board of Trade, Whitehall,

Gentlemen, 9 March 1869.

I am directed by the Board of Trade to acknowledge the receipt of your letter of the *6th instant, addressed to the Surveyor General of Steam Vessels, requesting, for the reasons therein given, that the inquiry into the explosion on board the "Buccleugh" may be re-opened.

In reply, I am to request that you will be good enough to forward a statement of the evidence you refer to as having come to your knowledge.

* See *ante*, No. 8

I am, &c.
(signed) *Thomas Gray.*

— No. 10. —

(M. 2442.)

Secretary of Association for Preventing Steam Boiler Explosions to Board of Trade.

Offices, 41, Corporation-street, Manchester,

Sir, 13 March 1869.

We notice that you have recently conducted an inquiry into the cause of the boiler explosion on board the "Buccleugh" steam ship at Yarmouth. The object of this association is to prevent steam boiler explosions, and we make a point of investigating the causes of boiler explosions which happen from time to time, so far as practicable, and upon which we circulate information. Could you, therefore, after publication of your report, oblige us with a copy of the same, or inform us where we could procure one, we should be glad to reciprocate your kindness in any way in our power, and by book post I forward to you one or two copies of our printed monthly reports.

Waiting your favour,

I am, &c.

Captain Robertson, R.N., (signed) *Robert Tonge,*
Board of Trade, Whitehall. Secretary.

— No. 11. —

(M. 2442.)

Board of Trade to Secretary of Association for Preventing Steam Boiler Explosions.

Board of Trade, Whitehall,
19 March 1869.

Sir,

I AM directed by the Board of Trade to inclose a copy of so much of the report of the officer instructed by them to hold an inquiry in the case of the explosion on board the steamer "Buccleugh" as relates to the nature and cause of the accident.

I am, &c.
(signed) *Thomas Gray.*

— No. 12. —

(M. 2472.)

Messrs. *Clarke & Reeve* to Board of Trade.

The recent Explosion on board the "Buccleugh."

Sir,

Norwich, 17 March 1869.

ee *ante*, No. 9.

IN reference to your letter of the *9th instant, we now beg to inclose statements of evidence respecting this matter, and which we respectfully ask may have your consideration.

We are, &c.
(signed) *Clarke & Reeve.*

The Assistant Secretary,
Marine Department, Board of Trade.

Enclosure 1, in No. 12.

I, CHARLES COCKERILL, of Norwich, am a boiler maker, and what is called a holder up. In 1865 and 1866 I was in the employment of Mr. James Rouse, boiler maker of Norwich, and during part of which time, for several months, I was at work on a boiler belonging to Messrs Clarke and Reeve, and to which we gave very heavy repairs, so much so that I consider we turned it out equal to a new boiler, and so the chief engineer of the "Buccleugh" said, who came very many times to look at it. It was removed from our works in June 1866.

Witness,
Daniel Raynes Kemp.

Charles Cockerill.

Enclosure 2, in No. 12.

I, HENRY JOHNSON, declare that I am a boiler maker, and am what is known in the trade as a plater, and am now working for Mr. Blyth, engineer and boiler maker of Great Yarmouth.

In 1865 I worked for Mr. James Rouse, of Norwich, boiler maker. In October of that year an old marine boiler was put into the hands of my master for repairs by Messrs. Clarke and Reeve; the whole of the top of the shell of this boiler was cut away to within about six inches of the tubes, and replaced by B. B. Staffordshire iron; the whole of the inside of the boiler was new, with the exception of some tubes; the fire boxes were of the best Low Moor iron, and so were the tube plates, and all other parts of the best Staffordshire iron; the boiler was well and sufficiently stayed, and the three vertical stays to the top of the boiler were of one and a-half inch iron.

The boiler was in our hands for seven months; the best material used and good sound workmanship; no expense was spared, and in every respect I consider it was a thorough good boiler, and it may be said equal to new, and in fact much better than most of the new boilers turned out on contract.

During the last five or six weeks of the repairs, Henley, the chief engineer of the "Buccleugh," came to the works three or four times a week, and examined the boiler both inside and outside, superintended the work and made suggestions, and, when finished, the chief engineer, Henley, pronounced it a good and effective boiler. It was tested by hydraulic pressure in Henley's presence, and was put on board the "Buccleugh" in June 1866.

Witness to the signature of Henry Johnson,
W. D. Swan.

Henry Johnson.

Enclosure 3, in No. 12.

I, PHILIP WOOD, at present master of the steam ship "Eider," and formerly mate of steam ship "Buccleugh," remember Henley, chief engineer of "Buccleugh" coming to Norwich somewhere about the middle of 1868, and on his return I asked him how he got on, and he told me he had orders to get anything done he wanted about his boiler or engines.

Witness,
Richard Reeve.

Philip Wood.

Enclosure 4, in No. 12.

I, JOSEPH DENTON, of Norwich, boiler maker, and what is called a rivetter and caulker, was engaged on the boiler put into the "Buccleugh" for several months in 1865 and 1866, during which time it had very extensive repairs, the materials being of the best and the workmanship sound, and well stayed, and from experience I have had in my trade I have no hesitation in pronouncing it a good boiler, nearly, if not quite, equal to new, and that during its repairs it was a great many times seen and examined by Henley, the chief engineer, and he said it was a very good boiler indeed.

Witness,
Daniel Raynes Kemp.

Joseph Denton.

— No. 13. —

(M. 2472.)

MINUTE of Board of Trade to Surveyor General of Steam Vessels.

HAS Captain Robertson any observations to make on this? It is certainly not of sufficient importance to require a reopening of the inquiry.

(signed) *Thomas Gray.*

The Surveyor General of Steam Vessels,
18 March 1869.

— No. 14. —

Reply of Surveyor General of Steam Vessels to Board of Trade.

THESE statements refer only to certain repairs done to the boiler of the "Buccleugh" before it was put on board that vessel in 1866, and two of the statements appear to be witnessed, one by the agent and one by the owner, Mr. Reeve. I question very much if either of these men are competent to give an opinion on the quality of the iron, or even the workmanship, much less as regards the staying. There can be no doubt but that the staying was perfectly inadequate (when the boiler was put into the "Buccleugh") at a working pressure of 20 lbs. These statements appear to me to be of little or no value as regards the inquiry.

20 March 1869. *R. R.*

— No. 15. —

(M. 2112.)

Board of Trade to Hull Surveyor.

Board of Trade, Whitehall,
19 April 1869.

Sir,

I AM directed by the Board of Trade to inform you that they have had under their consideration your proceedings in the case of the steamer "Buccleugh."

They desire me to express their strong disapproval of your conduct in the matter, and to convey to you an expression of their severe displeasure. To mark

their displeasure, they desire me to inform you that they have removed you from the post of surveyor at Hull.

Under all circumstances, however, they have decided not to dismiss you, but to remove you to another district at your own expense. In coming to this conclusion, they have borne in mind that a verbal guarantee or promise was made to you that the vessel would be laid up in a week for repairs, and that this promise was not kept. They have also borne in mind that although your misconduct in making a statement on your last declaration for this vessel, to the effect that you had been inside the boilers on a certain date when you had not been inside them on or about that date, is, in their opinion, one of the most serious acts of misconduct which you, as one of their officers, could have committed, your previous character and conduct as a surveyor have been satisfactory.

The Board of Trade trust that you will be fully alive to the error you have committed in this case, and that by a rigid adherence to their directions and a careful and conscientious discharge of your duties in future, you may prove to them that their leniency in this case has not been misplaced.

The Board of Trade also desire me to state that you did wrong in accepting a verbal promise or guarantee that the vessel would be laid up. Such a guarantee, as the event showed in this case, may be utterly disregarded when you have once given your papers, and is therefore absolutely worthless.

In conclusion, I am to request that you will at once make arrangements with Mr. Wymer for exchanging to Newcastle at an early day. All expenses incurred in your removal will have to be paid by yourself.

I am, &c.
(signed) *Thomas Gray.*

Hy. Parry, Esq.,
Surveyor of Steam Vessels, Hull.

— No. 16. —

(M. 2112.)

Board of Trade to Newcastle Surveyor.

Board of Trade, Whitehall,
17 April 1869.

Sir,

I AM directed by the Board of Trade to request that you will make arrangements with Mr. Parry at Hull to exchange districts with him at an early moment. All expenses you may incur in removal, that may appear to this Board to be proper and necessary, they will repay on receiving an account with proper vouchers.

I am, &c.
(signed) *Thomas Gray.*

F. W. Wymer, Esq.,
Mercantile Marine Office, Newcastle.

— No. 17. —

(M. 2112.)

Board of Trade to Surveyor General of Steam Vessels.

Board of Trade, Whitehall,
17 April 1869.

Sir,

I AM directed by the Board of Trade to inform you that they have had under their consideration your report on the explosion on board the steamer "Buccleugh."

Looking to all the circumstances of the case, the Board have decided on removing Mr. Parry to Newcastle at his own expense, and in removing Mr. Wymer to Hull at the expense of the Department.

They are led to believe that this arrangement will be sufficient punishment in Mr. Parry's case, since the survey of the "Buccleugh" is the only case in which his conduct as a surveyor has been impugned.

They have, however, accompanied his removal with a severe reprimand.

I am, &c.
(signed) *Thomas Gray.*

The Surveyor General of Steam Vessels.

— No. 18. —

(M. 2112.)

Board of Trade to Mr. *Wymer*, Surveyor.

Board of Trade, Whitehall,
20 April 1869.

Sir,

I AM directed by the Board of Trade to transmit to you the accompanying appointment, as their surveyor for the port and district of Hull.

I am, &c.
(signed) *Thomas Gray.*

F. W. Wymer, Esq.,
Surveyor of Steam Vessels, Newcastle.

— No. 18*a*. —

(M. 2112.)

Board of Trade to Mr. *Parry*, Surveyor.

Board of Trade, Whitehall,
20 April 1869.

Sir,

I AM directed by the Board of Trade to transmit to you the accompanying appointment, as their surveyor for the Newcastle district.

I am, &c.
(signed) *Thomas Gray.*

H. Parry, Esq., Surveyor,
Custom House, Hull.

— No. 19. —

(M. 2112.)

Board of Trade to Mr. *Richard Reeve.*

Board of Trade, Whitehall,
21 April 1869.

Gentlemen,

I AM directed by the Board of Trade to inclose, for your information and consideration, the accompanying extracts from a report made to this office by Captain Robertson, R.N., the Surveyor General of steam vessels, an officer attached to this department, and deputed by the Board to inquire into and report upon the explosion on board your steamship "Buccleugh." You will see that Captain Robertson gives his opinion that the cause of the explosion was, "the very extensive and general decayed state of the shell and the stays, the latter being in such a condition as to be of little or no support to the part torn away," and that he goes on to say that "the general condition of the boiler was such that the proper course would have been to have condemned it altogether."

Captain Robertson further specially adverts to the fact that the attention of the master and one of the owners had been called to the bad state of the boiler: and the evidence of Mr. Moore, who was formerly one of the Board of Trade surveyors, clearly establishes the fact that so recently as the 3rd February, (the boiler blew up on the 23rd of February,) your recognised and authorised agent at Yarmouth was informed of it. The evidence tends to show conclusively that your agent at Yarmouth, the chief engineer, the master, and the owners, as well as other persons, were aware of the weak state of the boiler. The evidence also shows that a distinct promise or verbal guarantee was given by the master to the Board of Trade Surveyor, on the occasion of the last survey, (when the surveyor made but a slight examination,) that the vessel would be laid up in about a week; but it appears that notwithstanding the dangerous state of the boiler, notwithstanding the representations made by Mr. Moore on the 3rd February, and notwithstanding the promise that the vessel should be laid up in about a week, she was not laid up, but was continued on her station until the boiler exploded.

Captain Robertson in his report calls attention to the statement made by one

of the owners, (Mr. Reeve) in reply to one of his questions, that the owners have no superintending engineer to look after their boats; Captain Robertson also calls attention to other replies, from which it may be inferred that you rely on the reports made by the surveyor, and shield yourselves from responsibility under his declaration, and the passenger certificate issued by this Board under the Merchant Shipping Act.

On these points the Board of Trade direct me to say that they do not see how it is possible that you should rely on the surveyor's report, for neither your agent, nor the master of the vessel, nor the engineers, nor yourselves as owners, gave the surveyor correct information either as to the condition or as to the age of the boiler; and the chief engineer says he was afraid to call the attention of the surveyor to the state of the boiler for fear of losing his situation, and this after the representations of the engineer to the master, and to yourselves, that the boiler was bad and dangerous. If, as you allege, you do not keep a superintending engineer, but relied on the report of the surveyor, it was your duty to give him full information.

As regards the survey and passenger certificate, the Board of Trade desire me to point out that neither of these releases the owner, or any one concerned, from any responsibilities or liabilities they may incur by reason of the unseaworthiness of the ship or the inefficiency of the hull, boiler, or machinery. The Board of Trade think it right to call your especial attention to this fact.

I am, &c.
(signed) *Thomas Gray.*

To Mr. Richard Reeve, and others,
Owners of the steamship, "Buccleugh."
Care of Mr. W. D. Swan,
Agent for the Vessel at Great Yarmouth.

— No. 20. —

Mr. *Tonge* to Board of Trade.

Offices, 41, Corporation-street, Manchester,
18 March 1869.

Sir,

Would you kindly inform me whether it is possible to get a copy of Captain Robertson's report on his inquiry into the cause of the recent boiler explosion on board the "Buccleugh" steamship at Yarmouth.

The object of this association is to prevent steam boiler explosions, and we make a point of investigating as far as practicable the causes of the boiler explosions which occur from time to time, and upon which we circulate information; we did not make a personal examination of the "Buccleugh" steamship explosion, and therefore beg to trouble you with this inquiry. We forward per book post a copy of our last annual report, as well as a copy of our monthly report for January 1869.

I am, &c.
(signed) *Robert Tonge,*
Secretary.

The Secretary,
Board of Trade, Whitehall.

— No. 21. —

(M. 2528.)

Board of Trade to Mr. *Tonge.*

Board of Trade, Whitehall,
24 March 1869.

Sir,

I am directed by the Board of Trade to acknowledge the receipt of your letter of the *18th instant, requesting to be informed whether it is possible to get a copy of Captain Robertson's report on his inquiry into the cause of the recent boiler explosion on board the steamship "Buccleugh" at Yarmouth.

* See *ante*, No. 20.

In reply, I am to state that if Captain Robertson's Report is published, a copy will be forwarded to you in due course, for the information of the Association for the Prevention of Steam Boiler Explosions.

I am, &c.
(signed) *Thomas Gray.*

Robert Tonge, Esq.,
41, Corporation-street, Manchester.

— No. 22. —

(M. 3497.)

Newcastle Surveyor to Board of Trade.

Board of Trade, Steamship Surveyor's Office,
Sir, Newcastle-upon-Tyne, 19 April 1869.

The writer has written Mr. Parry respecting his convenience in carrying out the Board's Minute, (M. 2112) directing exchange of districts.

I am, &c.
The Assistant Secretary, (signed) *F. W. Wymer.*
Marine Department, Board of Trade, London.

— No. 23. —

(M. 3573.)

Mr. *Tonge* to Board of Trade.

Offices, 41, Corporation-street, Manchester,
Sir, 21 April 1869.

I beg to acknowledge, with thanks, the receipt of your communication (M. 2442.) of the *19th instant, enclosing extracts of the report of the Board of Trade Officer on the explosion which occurred on board the steamer "Buccleugh," and for which we are much obliged.

* See *ante*, No. 11.

I am, &c.
The Assistant Secretary, (signed) *Robert Tonge,*
Marine Department, Board of Trade. Secretary.

— No. 24. —

(M. 3655.)

Messrs. *Clarke & Reeve* to Board of Trade.

Sir, Norwich, 23 April 1869.

We have the honour to acknowledge the receipt of your letter of the †21st instant, with Captain Robertson's report on the explosion in our steamer the "Buccleugh," and must respectfully demur to the conclusions the Surveyor General has arrived at, and with your permission we will in a few days point what our objections to the report are based on.

† See *ante*, No. 19.

We are, &c.
The Assistant Secretary, (signed) *Clarke & Reeve.*
Marine Department, Board of Trade.

— No. 25. —

(M. 3761.)

Hull Surveyor to Board of Trade.

Office of Surveyor of Steam Vessels, to the Board of Trade.

Sir, Custom House, Hull, 27 April 1869.

I have the honour to request that you will bring under the consideration of the Board of Trade the effect which my removal to Newcastle, as directed in your letter (M. 2112), ‡19th April 1869, will have with reference to the health of my wife, which has been failing ever since she came to Hull. I forward a certificate from her medical attendant to lay before them.

‡ See *ante*, No. 15.

I also beg most respectfully to bring to the notice of the Board the fact that the cost of removal (which will amount to nearly 100 *l.*) at my own expense, will place me in a position of great embarrassment, as it is an amount of expenditure which I am wholly unprepared to meet at the present time, having had large doctor's bills for the past year.

I beg to add that I am most willing to carry out the instructions of the Board, and it is only the difficulty in which I am placed causes me to request them to take the matter into their gracious consideration.

I have, &c.

The Assistant Secretary, (signed) *Henry Parry*,
Marine Department. Surveyor.

Enclosure in No. 25.

14, Albion-street, Hull, 27 April 1869.

As the medical attendant of Mrs. Parry, 1, Havelock-terrace, Beverley-road, Hull, I consider that her removal to Newcastle, or any locality further north than Hull, might be injurious to her in the present state of her health. In consequence of the state of Mrs. Parry's health I am of opinion that if she had to move she ought to go further south.

(signed) *Robin Craven*, Surgeon.

— No. 26. —

(M. 3761.)

Board of Trade to Hull Surveyor.

Board of Trade, Whitehall,
Sir, 28 April 1869.

I AM directed by the Board of Trade to acknowledge the receipt of your letter
* See *ante*, No. 25. of the *27th instant, and in reply to state that they cannot re-open the question.

I am, &c.
(signed) *Thomas Gray.*

— No. 27. —

(M. 3848.)

Mr. *Parry* to Board of Trade.

Office of Surveyor of Steam-vessels to the Board of Trade,
Sir, Custom House, Hull, 29 April 1869.

IN consequence of the information contained in your letter (M. 3761) of the
† See *ante*, No. 26. †28th instant, I communicated, by telegraph, with Mr. Wymer to the effect that I would be prepared to hand over the Hull district to him to-morrow, and have had a reply stating that he will take charge of the district on Saturday May 1st.

I have, &c.
(signed) *Henry Parry*,
The Assistant Secretary, Surveyor.
Marine Department, Board of Trade.

— No. 28. —

(M. 3918.)

Mr. *Wymer* to Board of Trade.

Office of Surveyor of Steam-vessels to the Board of Trade,
Sir, Custom House, Hull, 1 May 1869.

I HAVE to report, for the information of the Board, that I have this day entered upon the duties of this district.

I am, &c.
The Assistant Secretary, (signed) *F. W. Wymer.*
Marine Department, Board of Trade.

— No. 29. —

(M. 3952.)

Mr. *Parry* to Board of Trade.

Board of Trade Steam-ship Surveyor's Office,
Sir, Newcastle-upon-Tyne, 3 May 1869.

I HAVE the honour to inform you that I commenced duty in this district to-day.

I have &c.

The Assistant Secretary, (signed) *Henry Parry*,
Marine Department, Board of Trade. Surveyor.

— No. 30. —

(M. 4104.)

Messrs. *Clarke & Reeve* to Board of Trade.

As to the Explosion of the Boiler of the Steam Ship "Buccleugh."

Norwich, 7 May 1869.

CAPTAIN ROBERTSON, R.N., Surveyor General of Steam Vessels, having held an inquiry, has made his report, and we, as owners of the vessel, beg respectfully to call attention to the evidence given by William Henley, and other matters connected with this unfortunate occurrence.

The boiler was formerly in the S. S. "Urania," and was taken out of that vessel for repairs, which cost £. 467. 16*s*. 7*d*., and we have since ascertained that sum exceeds the cost of an entirely new boiler of a superior kind, and therefore, as was fully believed at the time, the boiler was made quite equal to a new one.

The repairs were under our immediate personal supervision, and also of Henley, who almost daily visited the work for weeks, and actually made many suggestions; and that he did so attend is corroborated by the statements of the three boiler makers sent you on the 17th March last.

Henley was present when the boiler was tested at 70.

Henley saw one of us (Mr. Reeve), and received instructions to have all done to the boiler that was necessary; and he (Henley) so informed Captain Wood of the S. S. "Eider," whose statement we also sent you.

Henley had similar directions from Mr. Clarke, the other member of our firm; and this is confirmed by the statement of Mr. Swan.

The part of the boiler that actually gave way was quite new, and of the best Staffordshire iron; and therefore the fact of the boiler not being altogether a new one is not material in this case.

Owners of two small passenger boats do not keep a Superintending Engineer.

Captain Wright has no interest in the vessel whatever, and it is obvious that he believed in the efficiency of the boiler, as his occupation was, of course, directly over it, and unfortunately he was much injured through the explosion.

Captain Robertson, R.N., inquired of Mr. Reeve if Henley had made any report about the boiler during the preceding three months, and Mr. Reeve replied, as was the truth, that he (Mr. Reeve) had given Henley full authority to get all necessary works attended to.

The fact of your Surveyor having given a certificate that he had surveyed the hull and machinery of this vessel, and in his opinion she was all right for the forthcoming six months, will not, I am sure, be overlooked by you.

We submit, with considerable confidence, that upon your looking at the statements of Henley that you will observe the material and important parts of his statement are contradicted by *several* other quite disinterested persons, and you will be of opinion, that having regard to the Surveyor's certificate, that some

compensation should be made to us, as if no proper survey was made before the certificate was given it was not our fault, and the heavy pecuniary loss ought not to fall upon us.

We shall be glad of your favourable consideration and reply.

We are, &c.
(signed) *Clarke & Reeve,*
Owners of S. S. "Buccleugh."

The Assistant Secretary,
Marine Department, Board of Trade.

Enclosure in No. 30.

I, Charles Cockerill, of Norwich, am a boiler maker, and what is called a holder up. In 1865 and 1866 I was in the employment of Mr. James Rouse, boiler maker of Norwich, and during part of which time for several months I was at work on a boiler belonging to Messrs. Clarke and Reeve, and to which we gave very heavy repairs, so much so that I consider we turned it out equal to a new boiler, and so the Chief Engineer of the "Buccleugh" said, who came very many times to look at it. It was removed from our works in June 1866.

I, Henry Johnson, declare that I am a boiler maker, and am what is known in the trade as a plater, and am now working for Mr. Blyth, engineer and boiler maker, of Great Yarmouth. In 1865, I worked for Mr. James Rouse of Norwich, boiler maker. In October of that year an old marine boiler was put into the hands of my master for repairs. The whole of the top of the shell was cut away to within 6 inches of the tubes and replaced by $\frac{7}{8}$th B. B. Staffordshire iron. The *whole* of the inside of the boiler was new, with the exception of some tubes. The fire boxes were of the best Low Moor iron and so were the tube plates, and all other parts of the best Staffordshire iron. The boiler was well and sufficiently stayed, and the three vertical stays to the top of the boiler were $1\frac{1}{2}$ inch iron. The boiler was in our hands for seven months; the best material used; good sound workmanship; no expense was spared, and in every respect I consider it was a thorough good boiler, and it may be said equal to new, and in fact much better than most of the new boilers turned out on contract. It was placed in the "Buccleugh" in June 1866. During the last five or six weeks of the repairs, Henley, the chief engineer of the "Buccleugh," came to the works three or four times a-week, superintended the work, made suggestions, and, when finished, pronounced it a good and efficient boiler.

I, Joseph Denton, of Norwich, boiler maker, and what is called a rivetter and caulker, was engaged in the boiler put into the "Buccleugh" for several months in 1865 and 1866, during which time it had very extensive repairs, the materials being of the best and the workmanship sound and well stayed; and from experience I have had in my trade I have no hesitation in pronouncing it a good boiler, nearly, if not quite, equal to new; and that during its repairs it was a great many times seen and examined by Henley, the chief engineer, and he said it was a very good boiler indeed.

I, Philip Wood, at present master of the S.S. "Eider," and formerly mate of S.S. "Buccleugh," remember Henley, chief engineer of "Buccleugh," coming to Norwich somewhere about the middle of 1868, and on his return I asked him how he got on, and he told me he had orders to get anything done he wanted about his boiler or engine.

— No. 31. —

(M. 4104.)

Minute of Board of Trade to Surveyor General of Steam Vessels.

The Surveyor General of Steam Vessels.

Has the Surveyor General any observations?

10 May 1869. *Thomas Gray.*

— No. 32. —

REPLY of Surveyor General of Steam Vessels to Board of Trade.

I HAVE no observations to make further than that the additional statements made since the inquiry are of no weight whatever. I think I made a remark to the same effect before.

11 May 1869. *R. R.*

— No. 33. —

Board of Trade to Messrs. *Clarke & Reeve.*

Board of Trade, Whitehall,
14 May 1869.

Gentlemen,

I AM directed by the Board of Trade to acknowledge the receipt of your letter * See *ante*, No. 3 of the * 7th instant.

I am, &c.
(signed) *Thomas Gray.*

STEAM SHIP "BUCCLEUGH".

COPIES of the REPORT made to the Board of Trade by their Officer appointed to Inquire into the EXPLOSION on Board the STEAM SHIP "BUCCLEUGH," and of the EVIDENCE appended to that REPORT; and, of CORRESPONDENCE between the Owners and the Board of Trade, and the Surveyor and the Board of Trade thereupon.

(*Mr. Lusk.*)

Ordered, by The House of Commons, *to be Printed,*
1 *June* 1869.

235.

Under 4 *oz.*

AN

ABSTRACT OF THE RETURNS

MADE TO THE

BOARD OF TRADE,

OF

WRECKS, CASUALTIES, AND COLLISIONS

WHICH OCCURRED ON AND NEAR THE

COASTS OF THE UNITED KINGDOM,

From the 1*st January to the* 31*st December* 1868,

WITH

A Statement of the Number of Lives lost and saved; of the Amounts granted out of the Mercantile Marine Fund as Rewards for the Salvage of Life, for Contributions towards the Maintenance of Life Boats, and for Expenses in connexion with the Mortar and Rocket Apparatus for saving Life, during the same Period; and a Précis of the Special Inquiries instituted, by order of the Board of Trade, into the Causes of such Wrecks, Casualties, and Collisions during the Year 1868.

With Charts.

Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1869.

24287.

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GENERAL

WRECK CHART

OF THE

BRITISH ISLES

FOR

1868.

COMPILED IN THE BOARD OF TRADE

FROM THEIR WRECK REGISTER.

Scale of Nautic Miles

0 10 20 30 40 50 60 70 80 90 100

SYMBOLS.

I. Casualties by Stranding.

- ✕ *Signifies a Total loss*
- ✕ *a partial loss*

II. Casualties by Collision.

Signifies a Collision between two Steam Vessels with total loss of both Vessels
with total loss of one Vessel
with partial loss
between two Sailing Vessels with total loss of both Vessels
with total loss of one Vessel
with partial loss
between two Fishing Boats with total loss of both Vessels
with total loss of one Vessel
with partial loss
between a Steam Vessel and a Sailing Vessel with total loss of both Vessels
with total loss of one Vessel
with partial loss
between a Steam Vessel and a Fishing Boat with total loss of both Vessels
with total loss of one Vessel
with partial loss
between a Sailing Vessel and a Fishing Boat with total loss of both Vessels.
with total loss of one Vessel
with partial loss

III. Casualties otherwise than by Collision or Stranding.

- † *Signifies a total loss of a Steam Vessel*
- † *a partial loss of a Steam Vessel.*
- ● *a total loss of a Sailing Vessel*
- ○ *a partial loss of a Sailing Vessel.*
- ♦ *a total loss of a Fishing Boat*
- ◇ *a partial loss of a Fishing Boat*

Apparatus for Saving Life

- *Life Boat Station*
- *Rocket or Mortar Apparatus Station*
- *Volunteer Life Brigade or Company*

CHART

SHEWING THE WRECKS AND CASUALTIES

ON THE COASTS OF

IRELAND

during 1868

COMPILED IN THE BOARD OF TRADE

FROM THEIR

WRECK REGISTER.

Londonderry
LONDONDERRY
Letterkenny
Ballyshannon
Omagh
Cookstown
Enniskillen
Sligo
Belturbet
Monaghan
Armagh
Carrickfergus
Belfast
Downpatrick
Newry
Warrenpoint
Dundalk
Cavan
Carrick-on-Shannon
Boyle
Elphin
Longford
Roscommon
Castlebar
Westport
Ballina
Foxford
Killala
Oldcastle
Drogheda
Trim
Mullingar
Athlone
Tullamore
Kildare
Portarlington
Parsonstown
Maryborough
Carlow
Athy
Naas
Wicklow
Arklow
Bagnalstn
Leighlin
Kilkenny
Brunswerthy
New Ross
Wexford
Waterford
Tramore
Dungarvan
Youghal
Cork
Queenstown
Bantry
Skibbereen
Macroom
Killarney
Tralee
Dingle
Limerick
Ennis
Kilrush
Charleville
Tipperary
Clonmel
Carrick on Suir
Fermoy
Mallow
Killarney
Galway
Athenry
Ballinasloe
Loughrea
Tuam
Clifden
Ballinrobe
Castlebar
Westport
Sligo
Ballina
Killala
Foxford
Boyle
Roscommon
Longford
Elphin
Carrick-on-Shannon
Cavan
Belturbet
Enniskillen
Omagh
Cookstown
Londonderry
Letterkenny
Ballyshannon
Donegal
Dungannon
Armagh
Monaghan
Dundalk
Newry
Warrenpoint
Downpatrick
Belfast
Carrickfergus
Larne
Portrush
Coleraine
Limavady
Derry
Strabane
Lifford
Buncrana
Malin Head
Inishowen Head
Fanad Head
Rathlin I.
Tory I.
Arranmore
Aran Islands
Inishmore
Inishmaan
Inisheer
Slyne Head
Eagle I.
Achill I.
Blacksod Bay
Broadhaven
Killala Bay
Sligo Bay
Donegal Bay
Lough Swilly
Lough Foyle
Lough Neagh
Lough Erne
Lough Corrib
Lough Mask
Lough Ree
Lough Derg
Shannon
River Boyne
River Liffey
River Barrow
River Suir
River Nore
River Blackwater
Dublin Bay
Howth
Kingstown
Bray
Wicklow
Arklow
Courtown
Wexford
Rosslare
Waterford
Youghal
Cork
Queenstown
Kinsale
Bantry
Skibbereen
Crookhaven
Mizen Head
Fastnet
Valentia
Dingle
Tralee
Limerick
Kilrush
Ennis
Galway
Clifden
Ballinrobe
Castlebar
Westport
Ballina
Sligo
Donegal
Ballyshannon
Letterkenny
Londonderry
Omagh
Cookstown
Enniskillen
Belturbet
Cavan
Monaghan
Armagh
Dungannon
Carrickfergus
Belfast
Downpatrick
Newry
Warrenpoint
Dundalk
Drogheda
Trim
Mullingar
Athlone
Tullamore
Kildare
Portarlington
Parsonstown
Maryborough
Carlow
Athy
Naas
Wicklow
Arklow
Bagnalstn
Leighlin
Kilkenny
Brunswerthy
New Ross
Wexford
Waterford
Tramore
Dungarvan

CHART

IEWING THE WRECKS AND CASUALTIES

ON THE COASTS OF

SCOTLAND

during 1868.

COMPILED IN THE BOARD OF TRADE

FROM THEIR

WRECK REGISTER.

SYMBOLS.

I. Casualties by Stranding.

- Signifies a Total loss.
- x a partial loss

II. Casualties by Collision.

- Signifies a Collision between two Steam Vessels with total loss of both Vessels
- " " with total loss of one Vessel
- " " with partial loss
- between two Sailing Vessels with total loss of both Vessels
- " " with total loss of one Vessel
- " " with partial loss
- between two Fishing Boats with total loss of both Vessels
- " " with total loss of one Vessel
- " " with partial loss
- between a Steam Vessel and a Sailing Vessel with total loss of both
- " " with total loss of one
- " " with partial loss
- between a Steam Vessel and a Fishing Boat with total loss of both
- " " with total loss of one
- " " with partial loss
- between a Sailing Vessel and a Fishing Boat with the total loss of
- " " with total loss of one
- " " with partial loss

III. Casualties otherwise than by Collision or Stranding.

- † Signifies a total loss of a Steam Vessel
- † " a partial loss of a Steam Vessel
- ● " a total loss of a Sailing Vessel
- ○ " a partial loss of a Sailing Vessel
- ♦ " a total loss of a Fishing Boat
- ◇ " a partial loss of a Fishing Boat

Apparatus for Saving Life.

- Life Boat Station
- Rocket or Mortar Apparatus Station
- Volunteer Life Brigade or Company.

English Miles 69.1 = One Degree

Standidge & Co. Lithog. 36 Ol

CHART

SHEWING THE WRECKS AND CASUALTIES

ON THE COASTS OF

ENGLAND & WALES

during 1868.

COMPILED IN THE BOARD OF TRADE,

FROM THEIR

WRECK REGISTER.

SYMBOLS.

I. Casualties by Stranding

x Signifies a Total loss
X " a partial loss

II. Casualties by Collision.

between two Steam Vessels with total loss of both Vessels.
" " with total loss of one Vessel.
" " with partial loss
between two Sailing Vessels with total loss of both Vessels.
" " with total loss of one Vessel.
" " with partial loss
between two Fishing Boats with total loss of both Vessels.
" " with total loss of one Vessel.
" " with partial loss.
between a Steam Vessel and a Sailing Vessel with total loss of both Vessels.
" " with total loss of one Vessel.
" " with partial loss.
between a Steam Vessel and a Fishing Boat with total loss of both Vessels.
" " with total loss of one Vessel
" " with partial loss
between a Sailing Vessel and a Fishing Boat with total loss of both Vessels
" " with total loss of one Vessel.
" " with partial loss.

ies otherwise than by Collision or Stranding.

† Signifies a total loss of a Steam Vessel
† " a partial loss of a Steam Vessel
• " a total loss of a Sailing Vessel
○ " a partial loss of a Sailing Vessel
◆ " a total loss of a Fishing Boat
◇ " a partial loss of a Fishing Boat.

Apparatus for Saving Life.

Life Boat Station
Rocket or Mortar Apparatus Station.
+ Volunteer Life Brigade or Company.

Dogger Bank

Downs.

10 5 0 10 20 30 40 50 60 70 80 90 100
English Miles. 69.1— One Degree

Standidge & Co, Litho, 36, Old Jewry, E.

WRECKS, CASUALTIES, AND COLLISIONS ON THE COASTS OF THE UNITED KINGDOM.

Remarks to accompany the Wreck Return of the Board of Trade, 1868.

No gales of remarkable duration and violence occurred during 1868, such as occurred in 1866 and 1867, and the number of wrecks were therefore less than in those years.

The number of wrecks, casualties, and collisions from all causes on the coasts of the United Kingdom and in the surrounding seas reported in 1868 is 1,747, or 343 less than the number reported in 1867 (2090), and 113 less than the number reported in 1866 (1860).

The following short table shows the annual average of wrecks reported since 1850, divided into three periods of five and one of four years. Next year it will be possible to give the average during each of four periods of five years.

Year.	No. of Wrecks and Casualties.	Annual Average for Four Years.	Year.	No of Wrecks and Casualties.	Annual Average for Five Years.	Year.	No. of Wrecks and Casualties.	Annual Average for Five Years.	Year.	No. of Wrecks and Casualties.	Annual Average for Five Years.
1850	660	969	1854	987	$1,118\frac{4}{5}$	1859	1,416	$1,488\frac{1}{5}$	1864	1,390	$1,748\frac{3}{5}$
1851	1,269		1855	1,141		1860	1,379		1865	1,656	
1852	1,115		1856	1,153		1861	1,494		1866	1,860	
1853	832		1857	1,143		1862	1,488		1867	2,090	
			1858	1,170		1863	1,664		1868	1,747	
	3,876			5,594			7,441			8,743	

From this it will be seen that the number of wrecks reported during 1868 is just below the average for the last five years, but in excess of the average of all the years previous to this period, and that it is, with exception of the numbers reported in 1867 and 1866, the largest number of wrecks ever reported in one year.

As has been before observed, the general average number of wrecks, casualties, and collisions reported will probably increase from year to year, owing to the increase in the number of ships frequenting our coasts and narrow adjoining seas, whilst the particular number for any one year will be increased or diminished according to the prevalence or absence of gales of remarkable violence and duration.

In October 1859, there was the "Royal Charter" gale and a loss of 343 ships. In January, February, and November 1861, there were north-east and south-easterly gales, which added 460 to the number of wrecks, &c. In January, October, and December 1862, there were westerly gales, with upwards of 540 wrecks, &c.; and in January, March, September, October, November and December 1863, there were westerly gales with 930 wrecks, &c. In November 1864 there were 264 wrecks, &c., with the wind chiefly in the south-south-east and south-west, but owing to the absence of any special gales of remarkable duration and violence in 1864, the total number in that year was 274 below the number in 1863. In 1865 the gales of January, February, and March, and October, November, and December, gave 766 wrecks, &c. In 1866 the gales of January, February, and March, and October, November, and December, gave 793. Of this number 279 occurred in January. The most serious disasters occurred on the 11th of January. Of the shipping in Tor Bay, on that day, 61 vessels were either totally lost or seriously damaged, and 35 lives were lost from these 61 vessels. There were also numerous minor casualties.

In 1867 the heavy gales experienced in the months of January, March, April, October, November, and December added 980 wrecks and casualties to the list, and the whole of the wrecks, &c. reported in those months exceeded by about 400 the number reported during the same months of the previous year. 902, or about three-sevenths, of the wrecks, &c. occurred in January and December, and 251 occurred in March. With the exception of the month of December 1863, when 466 wrecks and casualties took

place, the numbers for each of the three months stated above are higher than for the corresponding months of any previous year. The most serious gale of the year was that which commenced on the 1st December, and continued until the 3d; during the continuance of this gale 319 lives were lost, and 326 vessels lost or damaged. Of this number 146 vessels are reported to have been lost or damaged on the 2d December. From the direction of the wind, which blew principally from the N. and NN.E., this gale proved most disastrous to vessels on the east coast, and to fishing smacks on the Dogger Bank and other fishing grounds in the North Sea.

One of the most serious gales of the year 1868 occurred on the 22d and 23d of August, a month in which our coasts are seldom visited by heavy gales, and the number of wrecks and casualties reported during this month is more than double the number recorded during the same month in any previous year.

The gales of 1868 were chiefly from the following directions, viz.—January, from south-south-west and south-west; February, from the south-west and west. During the months of March, April, May, June, and July no serious gales occurred. The August gales were from the south-west, south-south-west, and north-west; September, east and south-west; and December, from the west, south-west, south-south-west, and south-south-east.

The number of ships lost or damaged in the 1,747 wrecks, casualties, and collisions reported in 1868 is 2,131, representing a registered tonnage of upwards of 427,000 tons. The number of ships in 1868 is less than the number in 1867 by 382. The number of ships reported is, as has been formerly stated, in excess of the number of disasters reported, because in cases of collision two or more ships are involved in one casualty. Of the 2,131 ships, 1,801 are known to have been ships belonging to Great Britain and its dependencies, with British certificates of registry, and 272 are known to have been Foreign ships. Of the remaining 58 ships the country and employment are unknown. Of the British ships 1,317 were employed in the British coasting trade, and 484 were employed in the (over sea) Foreign and Home trade. Of the Foreign ships 20 were employed in the British coasting trade.

Of the total number of wrecks, &c. (1747) reported in 1868, 379 were collisions, and 1,368 were wrecks and casualties other than collisions. Of these 1,368 wrecks and casualties other than collisions 527 were wrecks resulting in total loss, and 841 were casualties resulting in partial damage more or less serious. The whole number of wrecks and casualties other than collisions reported in 1867 was 1,676, and that number was more than the number reported in any year since 1858. But 1,368—the number of wrecks and casualties other than collisions in 1868—is less than the number of wrecks and casualties in 1867 by 308.

The annual average for 13 years, including 1868, is for wrecks resulting in total losses, other than collisions, 475; and for casualties resulting in partial damage 693; as against this the numbers for the one year 1868 are for total losses 527, and for partial damage 841.

This will be seen from the following short statement:—

Wrecks and Casualties other than Collisions.

Year.	Total Loss.	Partial Damage.	Total.	Year.	Total Loss.	Partial Damage.	Total.
1856	368	469	837	1863	503	830	1,333
1857	384	482	866	1864	386	653	1,039
1858	354	515	869	1865	470	832	1,302
1859	527	540	1,067	1866	562	876	1,438
1860	476	605	1,081	1867	656	1,020	1,676
1861	513	658	1,171	1868	527	841	1,368
1862	455	695	1,150				
				Total -	6,181	9,016	15,197

Average of 13 years, 475 total wrecks per year, and 693 casualties per year resulting in partial damage.

Note.—*The year* 1855 *is omitted from this statement as the machinery had not then been sufficiently organized to ensure that all or nearly all the wrecks, &c. in that year were reported; and there is reason to believe that some may perhaps not have been reported in the years* 1856, 7, *and* 8.

Of the 527 wrecks, i.e., total losses from causes other than collisions,—265 happened when the wind was at force 9 or upwards (a strong gale), and are included in the following returns as having been caused by stress of weather,—71 arose from defects in the ship or in her equipments (and of the 71, no less than 46 appear to have foundered from unseaworthiness),—87 appear from the reports made by the Officers on the Coasts

to have been caused by inattention, carelessness, or neglect; and the remainder appear to have arisen from various other causes.

Of the 841 casualties,—i.e., partial losses from causes other than collisions,—487 happened when the wind was at force 9 or upwards (a strong gale), and are included as having been caused by stress of weather,—123 arose from carelessness,—82 from defects in the ship or her equipments; and the remainder appear to have arisen from various other causes.

This is shown in the following short table —

Wrecks and Casualties other than Collisions.

Year.	Wrecks resulting in Total Loss.					Casualties resulting in Partial Damage.					Total.
	Arising from Stress of Weather.	Arising from Inattention, Carelessness, and Neglect.	Arising from Defects in Ships or Equipments.	Arising from various Causes.	Arising from Causes unknown.	Arising from Stress of Weather.	Arising from Inattention, Carelessness, and Neglect.	Arising from Defects in Ships or Equipments.	Arising from various Causes.	Arising from Causes unknown.	
1859	298	84	42	70	33	308	97	42	88	5	1,067
1860	278	103	49	40	6	367	110	49	72	7	1,081
1861	302	89	48	49	25	424	102	56	75	1	1,171
1862	242	72	25	96	20	386	115	42	144	8	1,150
1863	332	61	31	65	14	550	115	30	126	9	1,333
1864	163	89	39	64	31	299	148	53	144	9	1,039
1865	245	99	38	61	27	501	137	48	129	17	1,302
1866	276	125	74	68	19	529	119	44	174	10	1,438
1867	385	106	65	84	16	653	138	85	135	9	1,676
1868	265	87	71	85	19	487	123	82	143	6	1,368
Total for 10 Years	2,786	1,397		892		4,504	1,735		1,311		12,625

The total number of ships which, according to the facts reported, appear to have foundered or to have been otherwise totally lost on our coasts from unseaworthiness, unsound gear, &c. (Class 3.) in the last ten years, is 482; and the number of casualties arising from the same causes, during the same period, and resulting in partial damage, is 531.

In 1868 there were 131 wrecks and casualties to smacks and other fishing vessels. Excluding these 131 fishing vessels, it will be seen that the number of vessels employed in the regular carrying trade that have suffered from wreck or casualty during the year is 2,000. If this number is again subdivided it will be found that about half of it is represented by the unseaworthy, overladen, or ill-found vessels of the collier class chiefly employed in the coasting trade. For the six years ending 1868 the number is more than half. This will be more readily apparent by the following short table:—

Ships.	No. 1863.	No. 1864.	No. 1865.	No. 1866.	No. 1867.	No. 1868.
Fishing smacks	— 132	— 74	— 98	— 116	— 188	— 131
Colliers laden	614	523	535	726	713	640
Colliers in ballast	114	99	140	129	242	100
Metallic ores	146	126	150	141	110	127
Stone ores	115	96	109	154	150	147
	989	844	934	1,150	1,215	1,014
Ships with other cargoes, and other ships in ballast	— 880	— 823	— 980	— 1,023	— 1,110	— 986
Total ships	2,001	1,741	2,012	2,289	2,513	2,131

From table 4 it will be seen that in the ten years ended 1868 disasters to comparatively new ships bear a very high proportion to the whole number; that 176 wrecks and casualties happened to nearly new ships, and 297 to ships from three to seven years of age. Then there are wrecks and casualties to 420 ships from seven to 14 years old, and to 653 from 15 to 30 years old. Then follow 267 old ships from 30 to 50 years old. Having passed the service of half a century we come to the very old ships, viz., 35 between 50 and 60 years old, 28 from 60 to 70, 9 from 70 to 80, and 8

from 80 to 90. The age of 238 are unknown, but this year no casualties have been reported to vessels of known greater age than 90 years, as in former years, when casualties have been reported to vessels from 90 to 100 years of age and upwards. The state of rottenness and of want of repair of some of the ships above 20 years old often calls for remark. Even at the age of 25 to 30 it sometimes happens that a ship is so rotten as to fall to pieces immediately on touching the ground, without giving the crew the slightest chance of getting out their boats.

Of the 2,131 vessels lost or damaged in 1868, 86 were rigged as ships, 150 were steam ships, 594 schooners, 312 brigs, 250 barques, 243 brigantines, and 197 smacks; the remainder were small vessels rigged in various ways. Of the 2,131 vessels referred to, 989 did not exceed 100 tons burden, 772 were from 100 to 300 tons, 248 were from 300 to 600 tons, and 122 only were above 600 tons burden.

From the table showing the parts of the coasts on which the wrecks and casualties happened it will be seen that as usual the greatest number occurred on the East Coast. The numbers are as follow:—

East Coast	823
South Coast	202
West Coast	427
N.W. Coast of Scotland	64
Irish Coast	189
Isle of Man	22
Lundy Island	16
Scilly Isles	4

As regards the loss of life, the returns show that the number lost from shipwreck on or near the coasts of the United Kingdom, from wrecks, casualties, and collisions in 1868, is 824.

This is 509 less than the number lost in 1867, but in excess of all other years excepting 1867, 1866, 1861, and 1859 (the "Royal Charter" year), when the number reached 1,647.

The lives lost in 1868 were lost in 196 ships; 141 of them were laden vessels, 42 were vessels in ballast, and in thirteen cases it is not known whether the vessels were laden or light. 164 of these ships were entirely lost, and 32 sustained partial damage. Of the 824 lives lost, 262 were lost in vessels that foundered, 86 lives were lost on board vessels in collision, and 409 in vessels stranded or cast ashore.

Nearly 90 lives were lost in fishing boats alone.

The remaining number of lives lost (67) were lost from various causes, such as by being washed overboard in heavy seas, by explosions, &c.

From table 23, showing the parts of the coast on which loss of life happened, it will be seen that, whilst the greatest number of wrecks, &c. happened on the east coast of England, the greatest loss of life during the ten years ended 1868 occurred in the Irish Sea. The number of lives lost in the Irish Sea during the ten years is more than double the number lost on any other part of the coasts.

The winds most destructive to shipping during the ten years ended 1868 are as follow:—

Direction.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	Total.	
N.	42	42	58	65	46	19	61	37	136	53		559
N.N.E.	50	56	42	45	31	26	59	38	116	46	509	
N.E.	89	66	94	51	30	56	90	97	153	88	814	
E.N.E.	39	53	113	44	29	44	58	92	75	56	603	
E.	33	33	101	29	26	81	55	69	83	61	571	4,491
E.S.E.	53	52	62	45	27	92	56	41	107	35	570	
S.E.	72	76	78	61	50	97	97	90	164	64	849	
S.S.E.	40	68	36	43	36	83	60	69	84	56	575	
S.	49	73	55	61	47	61	94	129	61	74		704
S.S.W.	92	89	95	139	76	95	133	157	93	160	1,129	
S.W.	166	111	171	194	159	142	192	206	181	223	1,745	
W.S.W.	104	69	98	140	147	81	102	174	102	144	1,161	
W.	87	82	69	89	137	92	73	105	103	120	957	7,697
W.N.W.	87	128	72	75	209	77	91	101	92	108	1,040	
N.W.	84	104	71	110	214	70	101	115	126	116	1,111	
N.N.W.	50	58	30	62	94	21	59	45	80	55	554	
	1,137	1,160	1,245	1,253	1,358	1,137	1,381	1,565	1,756	1,459		13,451

Showing that westerly gales are far more destructive than easterly gales,—the most destructive being from south-west.

It will be seen from table 10, distinguishing the wrecks, &c. according to the force of the wind at the time at which they happened, that 661 happened when the wind was at force 6 or under, that is to say, when the force of the wind did not exceed a strong breeze, in which the ship could carry single reefs and top gallant sails: that 154 happened with the wind at forces 7 and 8, or a moderate to fresh gale, when a ship, if properly manned and navigated, can keep the sea with safety; and that 835 happened with the wind at force 9 and upwards, that is to say, from a strong gale to a hurricane.

The numbers for the last ten years are shown in the following short table.

1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	Total.	
21	8	10	23	15	21	20	19	12	17	166	Calm.
42	23	14	28	28	19	22	26	26	21	249	Light air. Just sufficient to give steerage way.
60	47	51	56	39	97	100	73	63	75	661	Light breeze. } With which a ship with all sail set and clean full would go in smooth water { 1 to 2 knots.
33	14	43	43	27	36	24	23	28	33	304	Gentle breeze. } { 3 to 4 „
93	90	103	110	100	142	146	170	160	142	1,256	Moderate breeze. } { 5 to 6 „
174	151	171	187	174	220	203	225	223	177	1,905	Fresh breeze. } In which she could just carry in chase full and by { Royals, &c.
180	171	149	195	174	185	163	197	217	196	1,827	Strong breeze. } { Single reefs & T.G. sails.
71	90	66	75	57	35	47	62	66	75	644	Moderate gale. } { Double reefs and jib, &c.
102	137	124	170	195	39	69	60	105	79	1,080	Fresh gale. } { Triple reefs, &c.
209	193	230	199	269	221	552	683	603	534	3,693	Strong gale. } { Close reefs and courses.
182	168	311	218	224	221	120	130	364	195	2,133	Whole gale. { In which she could just bear close-reefed main topsail and reefed foresail.
88	101	102	63	82	30	39	21	52	53	631	Storm. Under storm staysail.
87	139	52	69	205	42	99	120	80	53	946	Hurricane. Bare poles.
7	5	20	6	1	9	2	1	2	–	53	Variable.
67	42	48	46	74	73	50	50	89	97	636	Unknown.
1,416	1,379	1,494	1,488	1,664	1,390	1,656	1,860	2,090	1,747	16,184	

The following table will show the expenses incurred since 1855 in providing apparatus for saving life. This sum has been paid by the Board of Trade out of the Mercantile Marine Fund.

Year.	No. of Life Boats. (These mostly belong to the Royal National Life Boat Institution.)	No. of Rocket & Mortar Apparatus Stations.	No. of Stations supplied with Life Belts and Lines in charge of Coast Guard.	Amount paid by the Board of Trade to the Funds of the Royal National Life Boat Institution.	Amount paid by the Board of Trade for Rewards, &c.	Expenses of Rocket and Mortar Apparatus.	Expenses of Life Belts.	Total Expenditure paid out of the Mer. Mar. Fund.
				£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1855	127	—	—	1,038 6 8	199 0 0	—	—	1,237 6 8
1856	124	—	—	2,170 18 0	179 9 0	—	—	2,350 7 0
1857	141	198	—	2,073 13 9	195 4 7	2,751 15 11	—	5,020 14 3
1858	149	216	—	2,139 1 1	359 4 6	2,024 17 7	—	4,523 3 2
1859	158	216	—	2,196 6 0	457 3 6	1,943 7 0	—	4,596 16 6
1860	173	233	—	2,486 13 3	918 8 6	2,456 15 8	—	5,861 17 5
1861	179	235	62	2,877 3 2	1,292 1 6	2,145 19 6	100 6 10	6,415 11 0
1862	179	238	114	2,785 13 10	704 7 9	2,130 12 9	109 0 8	5,729 15 0
1863	178	239	181	2,843 6 9	843 14 0	2,931 10 7	106 6 3	6,724 17 7
1864	186	243	402	3,001 15 0	770 11 6	3,201 17 8	686 9 10	7,660 14 0
1865	192	249	553	3,429 6 2	1,090 18 11	5,078 0 4	160 8 10	9,758 14 3
1866	207	265	581	4,841 2 0	657 13 3	7,413 4 9	19 6 1	12,931 6 1
1867	222	274	548	4,557 3 6	799 19 0	11,423 7 10	—	16,780 10 4
1868	228	279	579	4,365 8 5	881 12 8	10,245 8 9	—	15,492 9 10
				40,805 17 7	9,349 8 8	53,746 18 4	*1,181 18 6	105,084 3 1

* Note.—*A similar amount has been paid by the Admiralty.*

And the following table will show the number of lives saved, and the number of lives lost, during the same period :—

Year.	Lives saved.								Lives lost.
	By Life Boats.	By Rocket, and Mortar Apparatus, Lines, &c.	By Luggers, and Coast-guard and other Boats.	By Ships and Steam Boats.	By Ships own Boats.	By individual Exertion.	By other means.	Total.	
1855 -	251	399	439	290	—	9	—	1,388	485
1856 -	362	262	1,184	407	—	28	—	2,243	521
1857 -	398	243	512	507	—	8	—	1,668	539
1858 -	206	210	719	394	—	26	—	1,555	353
1859 -	291	260	1,009	766	—	6	—	2,332	1,647
1860 -	326	408	635	769	1,545*	14	—	3,697	537
1861 -	743	447	298	971	1,560	28	577*	4,624	884
1862 -	327	310	407	1,082	1,488	13	412	4,039	690
1863 -	505	357	576	1,500	1,454	13	691	5,096	620
1864 -	306	196	263	1,289	1,379	18	168	3,619	516
1865 -	396	409	323	914	1,768	6	346	4,162	698
1866 -	353	516	439	973	2,275	5	375	4,936	896
1867 -	453	474	478	1,109	2,544	13	774	5,845	1,333
1868 -	418	241	768	801	1,887	6	650	4,771	824
	5,335	4,732	8,050	11,772	15,900	193	3,993	49,975	10,543

* Note.—*No record kept for former years.*

For the purpose of saving life from shipwreck, there were at the end of 1868 on the Coasts of the United Kingdom 279 sets of rocket and mortar apparatus, wholly provided and paid for by the Board of Trade out of the Mercantile Marine Fund; and there were at the same time 228 life boats. Of these life boats, 188 belonged to the Royal National Life Boat Institution, and 40 to harbour authorities, beachmen, &c.

The Board of Trade now pay an annual sum of 2,500*l.* to the Royal National Life Boat Institution towards the maintenance of their boats, and six of the boats belonging to harbour authorities are subsidized or paid for, to some extent, by the Board of Trade out of the Mercantile Marine Fund.

There were also 579 stations supplied with Captain Ward's cork life jackets. These life jackets are to be worn by the Coast Guard, with a view to giving them more confidence when going off to a wreck in the Coast Guard boats.

Besides the means for saving life above enumerated, 9 Volunteer Life Brigades and 112 Volunteer Life Companies have been formed for the purpose of enabling persons residing on the coasts to acquire a knowledge of the rocket apparatus, and of using it in case of shipwreck independent of or in co-operation with the Coast Guard and Receivers of Wreck.

A List of the Brigades and Companies showing the strength of each on the 31st December 1868 will be found in Table 28. of the Return.

In April 1867 Her Majesty by Warrant under the Royal Sign Manual was pleased to institute two new decorations to be styled respectively, "*The Albert Medal of the First Class*" and "*The Albert Medal of the Second Class;*" in lieu of the decoration instituted in March 1866. A copy of the Warrant instituting these decorations is appended to this Report.

Since the date of this Warrant five medals of the first class, and seven medals of the second class, have been awarded.

The names of the recipients of the medals awarded during the year 1868, and the particulars of the services rendered by each, will be found in Table 31, Part 3, of the Return.

In addition to pecuniary rewards, the following presentations have been made by the British Government during the year 1868 for saving life, viz.:—

1 Albert medal of the 1st Class,
1 ,, of the 2nd Class,
7 Testimonials on Parchment,
3 gold medals,
1 silver medal,
11 gold watches,
25 telescopes,
13 binocular glasses,
8 sextants.

In the same period the under-mentioned Governments have presented the following rewards to masters of British vessels for saving the lives of Foreigners :—

Government.	Gold Medals.	Silver Medals.	Gold Chronometers and Watches.	Binocular Glasses.	Telescopes.	Total Number of Rewards given by each Government.
*French - - -	3	30	—	1	—	34
Netherlands -	—	6	—	—	—	6
Spain - -	1	—	—	—	—	1
United States -	—	1	2	—	—	3
	4	37	2	1	—	44

* In addition to the above the French Government awarded a certificate of satisfaction in one case, and in another the thanks of the Government.

Board of Trade,
June 1869.

APPENDIX.

WARRANT REVOKING a WARRANT dated the 7th March 1866, instituting A NEW DECORATION to be styled "THE ALBERT MEDAL," and instituting in lieu thereof TWO NEW DECORATIONS, to be styled respectively "THE ALBERT MEDAL OF THE FIRST CLASS," and "THE ALBERT MEDAL OF THE SECOND CLASS."

VICTORIA R.

Victoria, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c.

To all to whom these presents shall come, greeting:

Whereas a Warrant was given under Our Royal Sign Manual, bearing date the 7th day of March 1866, in the 29th year of Our reign, intituled a "Warrant instituting a new Decoration, to be "styled 'The Albert Medal,'" and such Warrant was in the terms following, that is to say:—

"VICTORIA R.

"Victoria, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, "Defender of the Faith, &c.

"To all to whom these presents shall come, greeting:

"Whereas We, taking into Our Royal consideration that great loss of life is sustained by reason "of shipwrecks and other perils of the sea; and taking also into consideration the many daring "and heroic actions performed by mariners and others to prevent such loss and to save the lives "of those who are in danger of perishing by reason of wrecks and perils of the sea; and taking "also into consideration the expediency of distinguishing such efforts by some mark of Our "Royal favour:

"Now, for the purpose of attaining an end so desirable as that of rewarding such actions as "aforesaid, We have instituted and created, and by these presents for Us, Our Heirs and "Successors, institute and create, a new Decoration, which We are desirous should be highly "prized and eagerly sought after, and are graciously pleased to make, ordain, and establish the "following Rules and Ordinances for the government of the same, which shall from henceforth "be inviolably observed and kept.

"First.—It is ordained, that the Distinction shall be styled 'THE ALBERT MEDAL,' and shall "consist of a gold oval-shaped badge or decoration enamelled in dark blue, with a Monogram "composed of the letters V. and A., interlaced with an Anchor erect in gold, surrounded with a "Garter in bronze, inscribed in raised letters of gold 'For Gallantry in saving Life at Sea,' and "surmounted by a representation of the Crown of His Royal Highness the lamented Prince "Consort, and suspended from a dark blue riband of five eighths of an inch in width, with two "white longitudinal stripes.

"Secondly.—It is ordained, that the Medal shall be suspended from the left breast.

"Thirdly.—It is ordained, that the names of those upon whom We may be pleased to confer "the Decoration shall be published in the 'London Gazette,' and a registry thereof kept in the "Office of the Board of Trade.

"Fourthly.—It is ordained, that any one who, after having received the Medal, again performs an act which, if he had not received such Medal, would have entitled him to it, such further act "shall be recorded by a bar attached to the riband by which the Medal is suspended; and for "every such additional act an additional bar may be added.

" Fifthly.—It is ordained, that the Medal shall only be awarded to those who, after the date " of this Instrument, have, in saving or endeavouring to save the lives of others from shipwreck " or other perils of the sea, endangered their own lives, and that such award shall be made only " on a recommendation to Us by the President of the Board of Trade.

" Sixthly.—In order to make such additional provision as shall effectually preserve pure this " most honourable Distinction, it is ordained, that if any person on whom such Distinction is " conferred be guilty of any crime or disgraceful conduct which in Our judgment disqualifies him " for the said Decoration, his name shall forthwith be erased from the registry of individuals upon " whom the said Decoration shall have been conferred by an especial Warrant under Our Royal " Sign Manual, and his Medal shall be forfeited; and every person to whom the said Medal is " given shall, before receiving the same, enter into an engagement to return the same if his name " shall be so erased as aforesaid under this Regulation. It is hereby further declared, that We, " Our Heirs and Successors, shall be the sole judges of the circumstance demanding such expulsion. " Moreover, We shall at all times have power to restore such persons as may at any time have " been expelled to the enjoyment of the Decoration."

And whereas it has been represented to Us, that mariners and others perform many acts in preventing loss of life from shipwreck and other perils of the sea, that are not of a character sufficiently daring and heroic to bring them under Our Warrant above cited, and are yet worthy of some distinguishing mark of Our Royal favour: And whereas, We, taking into Our consideration that it is expedient to reward such mariners and others who perform heroic actions to prevent loss of life from shipwreck and other perils of the sea, are pleased in place of the Decoration created by Our Warrant of the 7th March 1866, to institute and create two Decorations, which We are desirous should be highly prized and eagerly sought after, and are graciously pleased to make, ordain, and establish the following Rules and Ordinances for the government of the same, which shall from henceforth be inviolably observed and kept.

First.—It is ordained, that one of the said two Decorations shall be styled "THE ALBERT MEDAL OF THE FIRST CLASS," and shall consist of a gold oval-shaped Badge or Decoration, enamelled in dark blue, with a Monogram composed of the letters V. and A., interlaced with an Anchor erect in gold, surrounded with a Garter in bronze, inscribed in raised letters of gold, "For Gallantry in saving Life at Sea," and surmounted by a representation of the Crown of His Royal Highness the lamented Prince Consort, and suspended from a dark blue riband of an inch and three eighths in width, with four white longitudinal stripes.

Secondly.—It is ordained, that the other of the two Distinctions shall be styled "THE ALBERT MEDAL OF THE SECOND CLASS," and shall consist of the like shaped enamelled Badge, save and except in this class it shall be entirely worked in bronze, instead of gold and bronze, and suspended from a dark blue riband of five eighths of an inch in width, with two white longitudinal stripes.

It is ordained that each Medal shall be suspended from the left breast.

Thirdly.—It is ordained, that the names of those upon whom We may be pleased to confer either of these Decorations shall be published in the "London Gazette," and a registry thereof kept in the Office of the Board of Trade.

Fourthly.—It is ordained, that any one who, after having received either of the Medals, again performs an act which, if he had not received such Medal, would have entitled him to it, such further act shall be recorded by a bar attached to the riband by which the Medal is suspended; and for every such additional act an additional bar may be added.

Fifthly.—It is ordained, that the Medals shall only be awarded to those who, after the date of the said Warrant of the 7th March 1866, have, in saving or endeavouring to save the lives of others from shipwreck or other peril of the sea, endangered their own lives, and that such award shall be made only on a recommendation to Us by the President of the Board of Trade.

Sixthly.—It is ordained that THE ALBERT MEDAL OF THE FIRST CLASS shall be confined to cases of extreme and heroic daring, and that THE ALBERT MEDAL OF THE SECOND CLASS shall be given in cases which, though falling within the cases contemplated by this Warrant, are not sufficiently distinguished to deserve THE ALBERT MEDAL OF THE FIRST CLASS.

Seventhly.—In order to make such additional provision as shall effectually preserve pure this most honourable Distinction, it is ordained, that if any person on whom such Distinction is conferred be guilty of any crime or disgraceful conduct which in Our judgment disqualifies him for the said Decorations, his name shall forthwith be erased from the registry of individuals upon whom the said Decoration shall have been conferred by an especial Warrant under Our Royal Sign Manual, and his Medal shall be forfeited. And every person to whom the said Medal is given shall, before receiving the same, enter into an engagement to return the same if his name shall be so erased as aforesaid under this regulation. It is hereby further declared, that We, Our Heirs and Successors, shall be the sole judges of the circumstance demanding such expulsion. Moreover, We shall at all times have power to restore such persons as may at any time have been expelled to the enjoyment of the Decoration.

Given at Our Court at St. James's, this Twelfth day of April One thousand eight hundred and sixty-seven, in the thirtieth year of Our reign.

By Her Majesty's command.

(Signed) S. H. WALPOLE.

PART I.

Abstract of Returns of Wrecks, Casualties, and Collisions reported to have occurred on and near the Coasts of the United Kingdom.

Table 1. Wrecks, Casualties, and Collisions during Ten Years; giving the NUMBER of the WRECKS, &c., the NUMBER of VESSELS lost or damaged, the TONNAGE of the Vessels, and the NUMBER of HANDS employed.

Months.	(1.) NUMBER of Wrecks, &c. in										(2.) NUMBER of Vessels lost or damaged in										(3.) TONS BURTHEN OF SHIPS.										(4.) HANDS EMPLOYED.									
	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
Jan. -	115	206	137	186	229	171	246	382	461	288	152	243	175	221	285	214	281	476	548	327	29,187	43,063	37,645	53,702	56,123	43,024	46,780	93,678	88,471	61,276	1,377	1,824	1,493	2,160	2,453	1,959	2,266	3,798	3,957	2,548
Feb. -	139	137	355	87	95	138	186	205	127	178	206	174	391	117	126	176	240	258	164	215	39,624	28,099	63,183	23,584	23,265	34,674	41,122	55,515	33,120	40,232	1,808	1,309	2,827	891	1,137	1,555	1,938	2,186	1,336	1,648
March -	136	71	95	142	104	118	189	213	251	129	177	89	123	163	119	148	225	247	299	173	25,534	10,421	26,104	25,099	16,365	31,053	32,773	40,230	66,341	41,650	1,383	697	1,039	1,426	771	1,303	1,522	1,789	2,605	1,559
April -	126	70	50	69	65	53	62	92	127	114	150	87	75	87	82	69	75	109	157	153	24,164	17,143	15,417	15,241	14,962	21,911	15,739	18,839	33,800	44,535	1,107	741	683	689	684	886	651	866	1,257	1,454
May -	32	187	36	65	68	63	49	60	86	46	39	207	50	77	82	78	60	74	102	53	7,728	23,210	8,267	13,253	10,676	15,501	10,412	10,647	17,623	12,043	331	1,321	377	573	655	716	551	528	812	467
June -	27	74	35	58	40	51	35	68	45	49	37	87	39	75	45	67	43	84	59	65	7,136	13,266	5,503	14,208	6,125	14,282	7,917	13,727	10,205	15,468	340	594	276	584	293	759	327	618	558	558
July -	34	30	48	76	39	50	49	51	54	49	44	40	59	94	47	65	70	70	61	59	5,981	4,997	12,772	11,527	4,832	13,927	17,779	18,850	9,728	6,389	306	287	486	607	265	618	634	877	481	351
Aug. -	52	74	73	52	65	67	69	61	38	160	65	102	98	66	87	93	95	79	49	186	9,798	13,933	16,843	12,081	11,063	19,529	14,227	12,613	10,808	41,653	481	671	706	537	596	878	772	557	483	2,855
Sept. -	86	84	97	54	107	77	57	159	103	144	112	105	119	75	138	96	79	203	130	165	16,381	17,639	21,228	14,354	24,519	16,992	17,570	38,803	24,658	27,266	757	803	961	638	1,135	815	798	1,636	1,074	1,229
Oct. -	343	156	90	283	210	183	280	113	174	179	392	180	112	346	247	228	311	140	222	222	56,090	25,648	19,093	64,107	44,927	42,779	45,877	26,549	46,823	35,291	2,661	1,172	818	2,745	1,837	1,952	2,065	1,139	2,004	1,778
Nov. -	170	164	350	140	176	264	229	245	183	145	207	214	415	179	215	296	278	298	232	184	36,380	36,502	61,112	27,640	38,316	56,616	57,366	48,099	40,847	37,106	1,702	1,674	2,827	1,425	1,685	2,565	2,428	2,101	1,831	1,500
Dec. -	156	126	128	276	466	155	205	211	441	266	188	149	163	327	528	211	255	251	490	329	28,477	25,795	29,137	51,153	89,577	41,855	69,801	49,862	81,788	64,322	1,378	1,121	1,377	2,298	3,992	1,859	2,611	2,170	3,576	2,821
Total -	1,416	1,379	1,494	1,488	1,664	1,390	1,656	1,860	2,090	1,747	1,769	1,677	1,819	1,827	2,001	1,741	2,012	2,289	2,513	2,131	286,480	270,716	316,304	325,949	340,750	352,143	377,363	427,412	464,212	427,231	13,631	12,214	13,876	14,573	15,503	15,865	16,563	18,265	19,974	18,768

Note.—In cases of Collision two and sometimes more Ships are involved in one Casualty. This accounts for the number of Ships in Column 2 exceeding the number of Casualties in Column 1.

Table 2. Wrecks, Casualties, and Collisions on the Coasts of the United Kingdom during Ten Years, showing the NUMBER OF SHIPS, and distinguishing BRITISH from FOREIGN Ships, SAILING SHIPS from STEAMERS, and COASTERS from OVERSEA.

Months.	British Ships.											Foreign Ships.					Ships whose Country and Employment are unknown.	Total.
	Registered in the United Kingdom.							Registered in the Colonies.				Sailing Ships.			Steam Ships.	Total for Foreign Ships.		
	Sailing Ships.			Passing United Kingdom, but bound from and to Ports out of the United Kingdom.	Steamers.		Total Ships registered in the United Kingdom to which Wrecks or Casualties have happened or which have been in collision.	Sailing Ships.		Total Ships registered in Colonies, to which Wrecks or Casualties have happened, or which have been in collision.	Total for British Ships.	In the Coasting Trade.	Bound to or from British Ports, but not in British Coasting Trade.	Passing United Kingdom, but bound from and to Ports out of the United Kingdom.				
	Coasting Colliers.	Other Coasters.	Oversea.		Coasters.	Oversea.		Employed in Coasting Trade of the United Kingdom.	Oversea.									
January - -	73	134	63	2	7	7	286	1	3	4	290	2	26	4	—	32	5	327
February -	65	76	31	—	5	4	181	1	—	1	182	1	26	—	1	28	5	215
March - -	31	47	48	—	8	3	137	1	3	4	141	1	20	6	1	28	4	173
April - -	24	57	22	2	6	6	117	2	4	6	123	5	9	8	1	23	7	153
May - -	6	20	14	—	2	1	43	—	1	1	44	—	5	3	—	8	1	53
June - -	10	29	10	—	4	2	55	—	1	1	56	—	6	1	1	8	1	65
July - -	11	24	9	—	6	1	51	—	—	—	51	1	4	2	—	7	1	59
August - -	42	74	36	—	6	3	161	1	2	3	164	2	17	1	—	20	2	186
September -	33	56	32	—	4	2	127	—	1	1	128	2	25	5	1	33	4	165
October - -	60	87	30	—	14	8	199	—	—	—	199	1	13	3	—	17	6	222
November -	45	56	39	—	5	2	147	—	2	2	149	—	21	5	1	27	8	184
December -	98	70	77	3	14	6	268	2	4	6	274	5	28	8	—	41	14	329
Total in 1868	498	730	411	7	81	45	1,772	8	21	29	1,801	20	200	46	6	272	58	2,131
,, 1859	459	517	311	—	57	30	1,374	13	32	45	1,419	17	182	43	3	245	105	1,769
,, 1860	501	450	296	4	50	17	1,318	4	26	30	1,348	11	180	33	6	230	99	1,677
,, 1861	551	431	341	4	48	24	1,399	23	26	49	1,448	10	222	35	7	274	97	1,819
,, 1862	470	479	330	3	71	20	1,373	13	43	56	1,429	14	205	39	8	266	132	1,827
,, 1863	510	608	404	8	47	15	1,592	13	44	57	1,649	22	195	52	3	272	80	2,001
,, 1864	399	493	365	7	79	37	1,380	9	45	54	1,434	13	176	51	6	246	61	1,741
,, 1865	466	649	424	7	75	36	1,657	8	25	33	1,690	11	180	41	6	238	84	2,012
,, 1866	541	767	496	3	92	27	1,926	9	26	35	1,961	15	226	50	3	294	34	2,289
,, 1867	677	799	482	12	73	39	2,082	2	29	31	2,113	17	256	60	5	338	62	2,513

Table 3. Wrecks, Casualties, and Collisions on the Coasts of the United Kingdom durin Ten Years, showing the NUMBER OF SHIPS, and distinguishing their CARGOES.

Months.	Ballast, not Colliers.	Coals.	Colliers in Ballast.	Cotton.	Fishing Smacks.	Fish or Oil.	Grain, Oatmeal, Flour, and Provisions.	General Cargo.	Metallic Ores.	Manure, Kelp, or Oil-cake.	Passengers and General Cargo.	Potatoes or Fruit.	Salt.	Sugar, Coffee, Spices, Tea, and Molasses.	Stone, Slate, Lime, or Bricks, and Clay.	Timber or Bark.	Wine or Spirits.	Various or unknown.	TOTAL.
January - -	33	107	7	–	23	5	21	12	16	10	3	12	10	4	19	13	–	32	327
February - -	44	72	5	1	3	3	12	6	12	3	2	6	4	–	19	3	1	19	215
March - - -	9	58	9	2	8	1	7	10	12	12	4	1	4	1	7	6	–	22	173
April - - -	24	33	5	1	11	2	4	5	12	6	2	2	4	2	12	3	–	25	153
May - - -	5	10	2	–	4	1	3	2	6	–	4	–	2	–	3	4	1	6	53
June - - -	7	14	2	–	5	1	2	2	1	3	1	–	5	–	6	4	–	12	65
July - - -	12	9	5	–	5	–	1	3	1	1	1	–	2	–	5	3	–	11	59
August - - -	35	55	6	–	10	1	7	3	14	2	–	–	5	1	22	9	1	15	186
September - -	26	50	2	1	10	1	6	3	4	8	4	–	5	5	15	8	–	17	165
October - -	25	55	24	–	21	4	12	7	19	3	9	3	3	–	14	5	1	17	222
November - -	12	47	17	–	10	2	14	8	14	6	1	–	3	3	11	7	–	29	184
December - -	21	130	16	1	21	4	13	15	16	8	8	2	4	3	14	17	–	36	329
Total in 1868 -	253	640	100	6	131	25	102	76	127	62	39	26	51	19	147	82	4	241	2,131
„ 1859 -	183	537	81	4	29	23	105	124	140	22	50	24	29	6	85	66	7	254	1,769
„ 1860 -	240	510	71	6	41	18	84	92	94	30	37	12	29	6	84	77	2	244	1,677
„ 1861 -	134	659	153	8	40	16	95	73	117	24	44	21	29	14	70	74	6	242	1,819
„ 1862 -	165	593	128	2	84	19	109	93	113	31	55	13	25	9	100	89	2	197	1,827
„ 1863 -	174	614	114	8	132	22	130	90	146	34	48	11	32	7	115	101	3	220	2,001
„ 1864 -	134	523	99	9	74	30	123	103	126	28	49	15	32	8	96	83	9	200	1,741
„ 1865 -	239	535	140	20	98	39	134	67	150	35	32	30	26	7	109	92	4	255	2,012
„ 1866 -	226	726	129	10	116	31	154	75	141	55	46	23	34	9	154	99	3	258	2,289
„ 1867 -	240	713	242	13	188	36	167	89	110	57	39	35	39	20	150	93	3	279	2,513

Table 4. Wrecks, Casualties, and Collisions on the Coasts of the United Kingdom during Ten Years, showing the NUMBER OF SHIPS, and distinguishing their AGE.

AGE.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	TOTAL.
Under 3 Years - -	153	104	94	122	135	149	151	227	209	176	1,520
3 and not exceeding 7 Years	205	206	259	271	289	211	260	280	322	297	2,600
8 „ 10 „ -	84	108	127	131	173	170	203	221	238	152	1,607
11 „ 14 „ -	143	155	162	155	155	148	173	198	262	268	1,819
15 „ 20 „ -	228	247	225	216	238	175	269	289	306	270	2,463
21 „ 30 „ -	216	225	270	266	298	252	352	419	441	383	3,122
31 „ 40 „ -	108	103	111	125	129	112	145	174	209	167	1,383
41 „ 50 „ -	68	56	64	59	61	42	84	87	118	100	739
51 „ 60 „ -	31	27	39	25	35	22	51	53	60	35	378
61 „ 70 „ -	21	7	17	10	9	18	20	25	36	28	191
71 „ 80 „ -	7	6	9	4	8	5	9	13	9	9	79
81 „ 90 „ -	3	3	1	—	1	1	5	5	3	8	30
91 „ 100 „ -	1	1	1	1	—	1	1	2	1	—	9
101 and upwards - -	1	1	1	—	—	—	1	—	1	—	5
Unknown - - - -	500	428	439	442	470	435	288	296	298	238	3,834
TOTALS - -	1,769	1,677	1,819	1,827	2,001	1,741	2,012	2,289	2,513	2,131	19,779

Table 5. Wrecks, Casualties, and Collisions on the Coasts of the United Kingdom during the Year 1868, showing the NUMBER and AGES of the SHIPS, and distinguishing the NATURE of their VOYAGE.

Trade in which engaged.	Under 3 Years.	3 to 7.	8 to 10.	11 to 14.	15 to 20.	21 to 30.	31 to 40.	41 to 50.	51 to 60.	61 to 70.	71 to 80.	81 to 90.	91 to 100.	101 and upwards.	Unknown.	Total of each Trade.
Foreign-going -	55	120	37	83	58	51	10	8	1	—	—	1	—	—	72	496
Home* - -	20	16	7	27	30	38	14	10	5	4	—	—	—	—	15	186
Coasting - -	91	149	104	152	175	287	143	82	29	24	9	7	—	—	86	1,338
Passing the United Kingdom -	10	12	4	6	7	7	—	—	—	—	—	—	—	—	7	53
Age and trade unknown - -	—	—	—	—	—	—	—	—	—	—	—	—	—	—	58	58
Total at each age	176	297	152	268	270	383	167	100	35	28	9	8	—	—	238	2,131

* These vessels were trading between a British port and a port on the Continental Coast between the River Elbe and Brest.

Table 6. Wrecks, Casualties, and Collisions on the Coasts of the United Kingdom during Ten Years showing the NUMBER OF SHIPS, and distinguishing their DESCRIPTION.

Description.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
Steam Ships -	100	89	87	117	86	136	130	150	141	150
Barques - -	167	148	192	184	187	209	187	249	277	250
Billy Boys -	5	13	—	1	4	5	—	2	3	2
Brigs - -	368	413	466	375	406	343	419	426	429	312
Brigantines -	110	115	151	175	194	162	187	257	287	243
Chasse Marée -	4	2	—	3	2	2	—	1	1	2
Cobles - -	1	1	—	2	5	8	2	2	—	1
Cutters - -	17	8	15	10	14	14	15	26	22	27
Dandies - -	10	5	6	7	5	6	9	11	35	16
Flats - -	4	3	8	6	14	7	10	20	4	21
Galliots - -	22	18	19	21	17	11	6	14	15	5
Hookers - -	—	1	2	1	—	—	1	—	1	1
Carried over -	808	816	946	902	934	903	966	1,158	1,215	1,030

Description.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	
Brought forward	808	816	946	902	934	903	966	1,158	1,215	1,
Ketches -	25	13	3	22	23	16	18	28	25	
Keels - -	1	1	—	3	1	—	—	1	1	
Luggers - -	15	27	17	28	31	29	52	49	45	
Polaccas -	4	7	2	5	2	1	1	—	5	
Ships - -	82	76	84	86	80	81	82	86	89	
Schooners -	558	465	500	491	568	460	542	631	727	
Sloops - -	132	115	96	122	118	86	90	103	112	
Smacks - -	92	74	85	120	189	116	196	167	241	
Snows - -	11	12	15	8	10	5	1	5	11	
Trows - -	1	1	2	2	1	1	1	4	—	
Yachts - -	2	4	2	2	3	1	1	—	3	
Yawls - -	—	15	4	9	—	8	6	9	6	
Unknown -	38	51	63	27	41	34	56	48	33	
Total -	1,769	1,677	1,819	1,827	2,001	1,741	2,012	2,289	2,513	

Table 7. Wrecks, Casualties, and Collisions on the Coasts of the United Kingdom during Ten Years showing the NUMBER OF SHIPS, and distinguishing their TONNAGE.

	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
Vessels not exceeding 50 Tons -	311	285	231	341	404	323	407	421	463	442
51 and not exceeding 100 „ -	474	403	447	441	494	432	495	556	684	547
101 „ 300 „ -	543	600	686	784	867	658	793	939	961	772
301 „ 600 „ -	123	123	146	186	158	237	210	274	286	248
601 „ 900 „ -	36	30	36	44	46	41	53	46	58	53
901 „ 1,200 „ -	19	9	19	20	18	31	33	40	45	47
1,201 Tons and upwards - -	5	6	6	11	14	19	21	13	16	22
Unknown - - - -	258	221	248	—	—	—	—	—	—	—
Total - -	1,769	1,677	1,819	1,827	2,001	1,741	2,012	2,289	2,513	2,131

Table 8. Wrecks, Casualties, and Collisions on the Coasts of the United Kingdom during Ten Years, distinguishing the PARTS OF THE COASTS on which they happened.

Months.	East Coast; Dungeness to Duncansby Head (inclusive).										South Coast; Dungeness to Land's End (exclusive).										West Coast; Land's End to Mull of Kintyre (inclusive).										North and West Coasts of Scotland, from the Mull of Kintyre to Duncansby Head; including the Northern Islands, Hebrides, Islay, Orkney, Shetland, &c.										Scilly Islands.									
	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
January -	56	119	74	45	133	71	125	188	192	117	9	9	20	24	16	17	23	90	78	28	30	42	23	64	53	42	67	68	100	77	8	5	–	2	7	8	1	11	5	12	1	1	1	3	1	–	1	2	5	1
February -	66	87	168	40	38	77	138	112	68	78	15	6	33	6	11	9	18	36	15	24	44	31	47	21	29	31	24	40	23	66	–	2	5	1	3	9	–	3	3	–	1	1	6	–	1	1	–	1	2	–
March - -	52	35	39	73	37	68	105	74	70	59	12	7	17	23	18	9	11	33	63	24	47	17	25	28	32	20	48	70	58	30	4	3	6	3	6	4	1	3	2	4	–	–	1	–	–	–	–	8	–
April - -	62	31	22	33	35	22	30	43	53	56	9	10	9	10	5	5	11	14	19	11	36	21	12	16	10	13	17	19	40	24	4	3	1	2	8	4	–	1	1	8	–	–	–	1	–	–	–	1	–
May - -	18	148	18	29	22	33	20	39	50	18	4	9	3	13	18	1	5	4	7	2	5	23	11	15	16	15	13	12	11	9	3	1	2	4	3	2	3	1	4	7	–	–	–	–	1	1	–	–	–
June - -	12	24	14	15	17	22	26	30	18	19	5	29	3	8	3	5	–	9	–	7	5	11	8	19	14	14	5	17	16	9	4	1	4	4	4	4	1	7	8	10	–	–	–	–	–	–	–	–	1	–
July - -	12	14	21	33	18	16	27	26	30	30	7	3	9	6	5	9	3	11	5	5	11	8	11	28	13	9	16	7	8	8	1	–	3	3	1	–	1	1	3	1	–	1	–	–	–	–	–	–	2	–
August - -	21	31	30	26	30	32	36	33	17	57	4	9	11	8	11	9	5	7	4	20	15	25	20	8	17	12	15	15	12	56	3	2	2	3	2	3	6	1	2	6	–	1	–	–	–	–	–	–	–
September -	36	49	39	19	56	31	22	87	57	69	14	14	15	8	6	9	6	20	9	21	26	13	25	18	28	23	23	35	21	25	3	1	2	3	4	2	2	2	4	5	–	–	–	–	–	–	–	–	–
October -	136	87	36	189	93	93	172	59	80	99	24	5	10	17	21	21	30	14	19	20	169	35	26	54	59	37	51	21	49	36	2	20	3	3	11	8	4	4	4	8	–	1	–	–	1	2	–	–	–
November -	74	110	262	71	103	130	82	144	130	66	16	13	16	10	8	20	59	25	19	16	59	28	45	42	51	72	64	49	22	37	3	1	4	2	3	13	4	7	2	1	1	6	1	1	–	2	4	–	–	1
December -	77	77	53	192	263	106	85	118	336	155	14	12	18	13	24	11	16	11	21	24	36	24	38	36	134	23	43	59	51	50	5	3	2	22	12	3	23	6	8	2	–	–	–	–	7	–	–	–	–	2
Total -	622	812	776	765	845	701	868	953	1,101	823	133	126	164	146	146	125	187	274	259	202	483	278	291	349	456	311	386	412	411	427	40	42	34	52	64	60	46	47	46	64	3	11	9	5	11	6	5	3	19	4

(*Continued*)

Months.	Lundy Island.										Isle of Man.										Irish Coast.										Total.									
	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
January -	–	1	1	–	–	–	–	3	2	1	3	2	1	1	6	3	1	4	10	8	8	27	17	47	13	30	28	16	69	44	115	206	137	186	229	171	246	382	461	288
February -	1	1	4	2	–	2	1	–	–	1	1	–	10	1	2	–	–	–	1	–	11	9	82	16	11	9	5	13	15	9	139	137	355	87	95	138	186	205	127	178
March - -	1	1	–	2	–	–	–	2	3	–	5	–	–	–	1	3	6	4	3	1	15	8	7	13	10	14	18	27	44	11	136	71	95	142	104	118	189	213	251	129
April - -	2	–	–	2	–	1	–	–	2	1	2	–	1	–	1	1	–	1	–	–	11	5	5	5	6	7	4	14	11	15	126	70	50	69	65	53	62	92	127	115
May - -	–	–	1	–	–	–	–	–	1	–	–	1	–	–	–	1	–	1	1	1	2	5	1	4	8	10	8	3	12	9	32	187	36	65	68	63	49	60	86	46
June - -	–	3	1	2	–	–	1	–	–	–	–	–	–	–	–	1	–	–	–	–	1	6	5	10	2	5	2	5	2	4	27	74	35	58	40	51	35	68	45	49
July - -	–	–	–	1	–	–	–	–	–	1	1	1	–	–	–	1	–	–	–	–	2	3	4	5	2	15	2	6	6	4	34	30	48	76	39	50	49	51	54	49
August - -	–	–	1	–	–	–	–	1	–	1	2	–	2	1	–	1	–	2	1	–	7	6	7	6	5	10	7	2	2	20	52	74	73	52	65	67	69	61	38	160
September -	–	1	–	1	2	1	–	2	3	2	2	–	2	–	–	1	–	1	–	3	5	6	14	5	11	10	4	12	9	19	86	84	97	54	107	77	57	159	103	144
October -	1	–	–	–	–	2	1	–	4	4	5	–	2	4	4	1	1	2	2	2	6	8	13	16	21	19	21	13	16	10	343	156	90	283	210	183	280	113	174	179
November -	2	–	2	–	–	2	–	1	1	4	2	–	4	2	1	1	3	–	1	–	13	6	16	12	10	24	13	19	8	20	170	164	350	140	176	264	229	245	183	145
December -	1	–	–	–	1	–	–	–	2	1	5	1	4	2	8	1	4	3	3	7	18	9	13	11	17	11	34	14	20	24	156	126	128	276	466	155	205	211	441	265
Total -	8	7	10	10	3	8	3	9	18	16	28	5	26	11	23	15	15	18	22	22	99	98	184	150	116	164	146	144	214	189	1,416	1,379	1,494	1,488	1,664	1,390	1,656	1,860	2,090	1,747

Table 9. Wrecks, Casualties, and Collisions on the Coasts of the United Kingdom during Ten Years, distinguishing them according to the DIRECTION of the Wind.

Points of Compass.	January.										February.										March.										April.									
	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
N.	1	6	2	7	3	–	4	5	8	2	2	8	2	2	1	2	19	5	1	12	4	–	4	–	6	3	9	1	4	3	4	2	2	4	3	–	2	2	2	1
N. by E.	–	1	1	–	–	–	2	–	3	1	–	2	–	–	–	1	1	–	–	1	2	–	–	–	–	–	4	1	–	2	1	–	–	–	–	1	1	–	–	1
N.N.E.	6	3	–	–	1	2	5	6	13	2	–	9	1	3	1	6	7	7	3	10	3	2	–	4	2	1	9	5	1	1	1	6	2	4	2	3	3	2	2	4
N.E. by N.	–	1	1	–	–	–	–	2	1	–	–	1	–	–	–	–	–	–	1	–	–	–	–	–	2	1	1	–	–	1	1	–	–	–	2	12	–	–	1
N.E.	4	4	3	1	6	3	9	34	48	9	–	5	44	2	2	6	7	14	2	13	3	2	–	16	1	5	21	10	6	–	9	9	6	7	1	–	5	–	8	16
N.E. by E.	–	–	–	–	–	–	2	1	6	1	–	1	3	–	–	1	1	–	–	–	–	1	–	1	–	1	5	–	–	–	–	1	–	–	–	–	–	–	–	1
E.N.E.	–	3	4	1	3	1	1	52	18	8	–	4	81	5	–	2	9	4	1	–	5	6	–	17	–	7	20	6	11	1	–	11	6	2	1	1	6	7	–	7
E. by N.	1	–	1	–	–	1	1	2	1	1	–	–	19	3	–	–	–	–	–	–	–	–	–	–	–	1	5	2	2	–	–	–	1	–	–	3	1	–	1
E.	2	2	9	–	2	6	7	5	15	15	–	4	62	1	–	5	6	3	1	1	1	2	–	13	1	9	7	5	30	1	8	4	6	1	–	5	9	16	–	4
E. by S.	–	–	2	–	1	5	3	–	1	3	–	–	6	1	1	–	3	–	–	–	–	–	–	1	–	5	3	–	7	–	4	–	2	1	1	1	1	3	–	1
E.S.E.	–	5	16	5	5	9	6	9	24	7	1	–	10	8	1	9	–	2	2	–	3	1	1	11	1	13	12	5	61	–	19	4	5	1	3	4	3	7	1	4
S.E. by E.	1	1	1	1	1	1	–	–	–	1	–	–	–	2	2	–	1	–	1	–	1	–	–	1	1	1	3	–	4	–	4	–	1	–	1	–	–	–	–	–
S.E.	2	15	13	11	5	13	13	16	81	7	1	1	12	10	5	7	9	4	6	–	4	–	1	7	7	8	16	17	51	3	8	3	5	4	5	4	6	4	1	8
S.E. by S.	–	2	–	4	–	2	–	1	7	–	–	–	1	2	–	1	–	–	–	–	–	–	–	–	–	–	2	3	3	–	1	–	–	–	–	1	–	–	–	–
S.S.E.	–	32	10	8	4	28	11	6	45	3	3	2	6	7	4	3	3	6	3	–	1	–	–	4	4	3	6	19	12	2	1	3	–	3	2	2	3	4	2	5
S. by E.	–	3	3	7	1	4	–	2	2	3	–	–	3	1	1	2	1	–	–	–	–	–	–	–	2	–	–	8	–	1	1	–	–	1	–	–	–	2	–
S.	6	16	5	16	5	13	17	15	21	10	5	1	7	5	1	5	12	17	1	3	1	2	1	7	12	2	2	41	4	4	1	2	–	2	2	4	–	2	3	1
S. by W.	3	1	–	1	1	3	2	3	5	4	2	2	1	1	–	–	–	3	–	–	2	–	–	1	–	2	1	2	1	–	2	1	–	–	1	1	–	1	1	–
S.S.W.	11	25	13	20	15	14	12	38	17	50	17	3	15	6	5	10	5	19	15	7	10	3	3	22	8	1	5	25	6	10	9	1	–	2	1	1	1	5	4	4
S.W. by S.	2	4	1	3	6	1	–	6	3	5	2	1	4	–	–	1	1	3	–	1	3	–	–	3	1	–	–	1	–	1	2	–	–	–	–	–	1	1	–
S.W.	23	19	14	40	17	22	18	49	49	45	27	6	36	5	13	14	14	24	17	22	28	8	11	13	5	6	10	12	6	24	14	1	1	16	7	5	1	6	17	9
S.W. by W.	2	1	3	–	5	2	1	3	4	6	–	–	1	1	5	–	–	–	2	4	3	–	5	2	–	1	–	1	1	1	3	–	–	–	–	1	1	–	1	1
W.S.W.	17	12	8	23	21	7	17	30	15	25	19	5	9	6	18	13	17	22	10	20	16	9	21	3	2	12	5	10	4	20	4	3	1	7	8	1	3	4	17	6
W. by S.	2	3	–	1	3	–	2	9	3	1	3	2	1	1	3	–	–	2	3	8	2	2	3	2	1	6	2	2	1	1	1	–	–	–	3	1	1	–	1	–
W.	6	17	3	11	25	4	15	19	12	18	13	6	8	3	12	14	11	13	16	21	16	4	8	1	4	6	5	6	6	10	9	6	1	6	5	4	3	2	18	16
W. by N.	1	2	1	1	5	3	1	8	3	1	4	5	–	3	4	–	2	3	8	4	2	–	1	–	–	1	–	–	2	5	1	–	–	1	–	1	–	–	1	–
W.N.W.	13	11	4	3	47	5	28	17	7	11	10	27	2	1	5	11	11	16	20	8	7	4	10	1	10	6	7	2	2	10	5	5	1	1	8	2	2	5	12	8
N.W. by W.	1	–	–	–	3	–	3	–	–	–	2	–	–	–	–	2	–	1	–	1	1	–	1	–	–	–	–	–	–	–	–	–	1	–	–	1	–	1	1	1
N.W.	4	5	4	10	24	4	39	6	12	13	14	19	5	2	3	10	9	15	8	19	12	10	9	3	16	6	5	10	5	14	2	1	4	4	3	–	1	1	22	4
N.W. by N.	–	1	–	2	–	–	2	2	–	–	1	2	–	–	2	–	1	2	–	–	1	1	1	–	–	1	–	–	1	–	1	–	–	–	–	–	–	–	–	2
N.N.W.	–	3	1	5	9	1	10	11	4	6	8	13	–	1	2	3	18	6	–	12	4	5	6	1	10	3	8	–	2	9	6	3	1	1	4	3	1	–	6	4
N. by W.	1	–	–	1	–	–	–	1	–	–	1	1	–	–	–	–	3	–	–	1	–	–	–	–	1	1	3	1	–	1	–	1	1	–	–	–	–	–	–	–
Calm	3	–	–	–	–	5	1	1	1	3	1	–	–	–	3	–	3	6	1	–	–	–	1	6	2	2	3	2	1	–	1	2	–	1	1	2	1	2	1	–	–
Variable	1	3	3	–	2	–	1	–	–	3	1	3	4	4	–	–	1	3	1	1	1	4	3	2	–	–	–	1	–	–	1	–	–	–	2	–	–	–	–	–
Unknown	2	5	11	4	9	12	13	23	32	24	2	4	12	1	1	10	11	5	5	8	–	5	5	–	5	5	11	16	16	4	2	1	3	–	1	6	2	4	3	4
TOTAL	115	206	137	186	229	171	246	382	461	288	139	137	355	87	95	138	186	205	127	178	136	71	95	142	104	118	189	213	251	129	126	70	50	69	65	53	62	92	127	114

(*continued*)

Table 9—*continued.*

Points of Compass.	May.										June.										July.										August.										September.									
	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
N.	4	3	2	4	1	1	3	–	2	–	–	–	2	2	3	2	2	1	6	3	1	3	1	–	4	–	1	4	1	3	–	2	1	2	1	5	2	–	1	10	3	2	3	1	–	2	–	1	5	5
N. by E.	1	1	2	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	1	1	–	–	–	–	–	–	1	–	–	–	–	2	–	–	–	–	–	–	–	–	–
N.N.E.	4	12	3	–	4	2	5	2	1	1	–	1	1	2	–	1	1	–	–	1	1	–	–	–	2	2	–	3	1	4	–	1	–	3	–	5	1	–	–	7	1	8	3	1	–	–	–	1	1	4	2
N.E. by N.	1	–	1	–	–	–	–	–	–	–	–	–	1	–	1	–	1	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	–	–	–	–	–	–	–	–
N.E.	5	13	6	1	4	9	3	4	11	–	5	2	3	–	–	1	4	1	3	1	–	–	1	–	–	1	1	5	4	1	3	2	–	4	4	5	3	3	2	6	4	14	–	4	–	–	5	7	3	18
N.E. by E.	–	1	–	1	3	–	1	–	–	–	–	–	–	–	–	–	–	–	1	–	–	1	–	–	–	–	1	–	1	–	1	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	1
E.N.E.	2	11	2	1	15	–	–	1	12	1	–	3	5	1	–	–	4	2	–	1	1	1	–	1	3	1	–	–	4	3	1	–	1	1	1	6	2	2	1	6	5	5	–	2	–	–	1	–	–	12
E. by N.	1	–	1	–	6	–	–	1	3	–	1	–	–	–	1	–	–	–	2	–	–	–	1	–	1	–	–	1	–	4	1	–	–	–	–	1	1	–	–	–	1	–	–	–	–	–	1	–	–	–
E.	1	2	3	2	10	1	1	9	10	1	5	1	4	–	–	1	2	9	3	1	1	1	–	2	–	1	–	4	2	3	1	–	–	2	1	3	4	–	2	7	1	2	1	3	1	2	–	2	4	18
E. by S.	1	–	–	1	–	–	–	4	1	1	1	1	–	–	–	–	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	1	–	–	–	–	–	–	–	–	–	–	–	6
E.S.E.	2	2	2	6	4	3	1	6	9	2	2	1	1	–	–	1	–	6	2	–	–	2	–	–	–	1	–	–	1	2	–	2	–	–	–	1	3	–	–	1	–	1	2	7	–	–	1	2	2	10
S.E. by E.	1	–	–	2	1	–	–	–	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	1	–	–	3	–	–	–	–	–	–	–	–	–	–
S.E.	3	3	1	7	1	8	–	8	11	4	2	2	2	2	1	1	3	4	1	6	3	4	3	2	–	1	1	1	2	3	–	–	–	–	3	1	5	4	1	4	–	2	1	4	1	–	2	3	6	9
S.E. by S.	–	–	–	1	–	–	–	2	1	–	–	–	–	–	–	–	–	1	–	–	–	–	1	–	1	–	1	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–
S.S.E.	–	3	–	3	1	6	1	2	6	1	–	2	–	3	–	1	–	3	–	–	–	–	1	2	2	–	–	–	1	1	1	2	–	1	3	1	2	3	–	3	3	–	1	1	2	2	3	2	5	6
S. by E.	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	1	1	–	1	–	–	–	–	1	1	–	–	–	–	1	1	2	–	–	2	–	–	2	1	1	2	–	1	2	–	1
S.	–	4	–	–	–	4	4	–	8	2	–	6	2	2	2	–	–	5	–	1	3	1	6	6	3	2	4	–	1	3	2	6	2	3	2	1	4	4	2	7	3	7	9	3	3	2	2	18	4	3
S. by W.	–	–	–	1	–	–	–	–	2	–	–	–	–	1	–	1	–	–	–	1	–	–	2	–	–	–	–	–	–	1	–	–	–	2	–	–	1	–	1	1	1	1	1	1	–	3	2	2	–
S.S.W.	–	12	–	3	1	6	2	1	1	5	1	11	–	5	1	2	–	5	1	1	–	1	6	2	1	1	4	1	3	2	2	5	5	5	4	1	–	3	1	1	9	4	11	1	7	4	5	19	3	9
S.W. by S.	–	2	–	–	–	–	–	–	–	–	–	1	–	–	1	–	–	–	1	–	–	–	2	1	–	1	1	1	–	–	2	–	1	–	1	–	–	–	1	1	1	–	2	1	1	1	1	1	1	–
S.W.	3	6	2	4	9	–	12	3	3	7	–	17	2	6	7	5	1	2	8	3	10	4	7	11	4	9	12	5	5	2	5	10	20	7	7	8	9	10	10	18	9	6	19	6	15	17	10	23	12	15
S.W. by W.	–	–	–	–	1	–	1	–	–	–	–	–	–	–	–	–	–	–	1	1	–	–	1	2	–	–	–	–	–	–	2	1	1	–	3	1	1	2	2	–	1	–	–	–	–	–	–	–	–	–
W.S.W.	1	5	1	5	–	1	3	3	–	3	3	5	1	7	8	4	2	10	2	2	–	2	5	15	2	7	7	6	6	–	6	6	12	3	5	1	4	3	5	7	7	6	6	3	18	14	2	20	6	3
W. by S.	–	1	–	2	1	2	–	2	–	–	–	–	–	1	–	–	–	–	–	1	1	1	1	3	1	1	2	1	–	–	1	1	2	–	1	–	–	–	1	2	–	3	–	1	1	–	–	3	2	–
W.	–	8	–	7	2	3	1	3	–	4	–	5	3	8	3	10	2	2	3	4	2	3	2	10	4	5	2	8	3	6	7	6	9	2	2	4	7	4	2	7	7	6	7	4	18	13	–	12	10	7
W. by N.	–	3	–	2	–	–	–	2	–	–	–	1	–	2	1	2	–	–	2	1	–	–	–	1	–	3	–	2	–	–	–	1	2	3	–	3	3	1	4	4	1	1	–	2	–	1	1	3	2
W.N.W.	–	29	5	4	1	3	5	3	–	1	–	1	1	1	4	6	1	1	1	7	3	–	1	4	3	7	6	3	3	4	6	7	5	2	3	3	5	7	1	12	8	1	5	–	14	5	5	11	9	2
N.W. by W.	1	2	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	1	–	–	1	–	–	1	–	–	1	1	1	–	–	–	1	–	–	2	–	–
N.W.	–	25	1	1	2	4	–	2	–	1	2	1	5	6	1	7	1	10	4	5	–	–	1	1	4	2	4	3	3	5	3	3	10	4	2	10	10	4	8	3	16	5	3	7	2	12	3	3	15	8	–
N.W. by N.	–	3	–	–	–	–	–	–	–	–	–	–	–	2	–	–	–	–	–	1	–	1	–	1	–	–	–	–	–	–	–	1	–	1	–	–	–	1	–	2	1	–	–	–	–	–	–	–	–
N.N.W.	–	13	2	1	–	3	1	–	–	1	–	1	–	2	3	–	1	2	2	–	3	1	1	–	1	–	1	1	3	–	2	4	1	3	6	1	1	–	–	7	1	3	5	3	1	3	1	3	4	1
N. by W.	–	13	–	–	–	–	–	–	–	–	–	1	–	2	3	–	–	–	1	1	–	–	–	–	–	–	–	1	1	–	–	1	–	–	–	–	–	–	1	1	–	1	–	–	1	–	–	–	–
Calm	–	1	–	4	–	1	–	–	2	4	2	1	1	–	–	1	1	1	1	3	2	–	1	2	1	1	–	2	2	–	2	–	1	2	2	1	–	1	1	2	–	–	2	1	–	2	1	–	–	–
Variable	–	4	–	1	–	–	1	1	–	1	–	1	1	–	–	–	–	–	–	1	1	–	3	2	1	1	1	–	–	1	1	–	–	1	2	–	–	1	–	–	–	2	1	–	1	1	–	–	–	1
Unknown	1	5	2	1	1	6	4	1	4	3	3	7	–	3	1	5	1	7	3	2	1	2	–	5	2	2	1	1	3	4	3	4	5	2	2	6	4	1	1	7	5	5	5	–	6	3	4	8	3	11
TOTAL	32	187	36	65	68	63	49	60	86	46	27	74	53	58	40	51	35	68	45	49	34	30	48	76	39	50	49	51	54	49	52	74	73	52	65	67	69	61	38	160	86	84	97	54	107	77	57	159	103	144

(*continued*)

Table 9—*continued.*

Points of Compass.	October.									November.										December.										Total.										Grand Total.
	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	
N.	13	3	1	3	3	1	10	6	8	2	8	10	35	8	6	1	7	6	9	11	2	3	3	32	15	2	2	6	89	1	42	42	58	65	46	19	61	37	136	53	559
N. by E.	–	–	–	–	–	1	3	–	1	–	–	2	4	–	1	1	1	3	1	1	2	–	–	5	3	–	–	–	15	1	6	6	7	6	5	5	13	5	20	9	82
N.N.E.	24	4	1	1	–	3	21	5	5	2	3	2	28	8	7	1	3	7	9	8	7	8	3	19	12	–	3	–	77	4	50	56	42	45	31	26	59	38	116	46	509
N.E. by N.	–	–	–	–	–	1	2	1	–	2	–	–	1	–	–	–	–	2	–	–	–	–	–	–	1	–	–	–	5	–	2	5	4	2	5	2	6	15	8	6	55
N.E.	43	5	4	2	–	15	25	11	3	5	5	3	25	4	7	5	3	7	19	8	8	7	2	10	5	6	4	1	44	11	89	66	94	51	30	56	90	97	153	88	814
N.E. by E.	1	–	2	1	–	1	3	–	–	1	1	–	3	–	1	–	1	1	4	1	–	–	1	–	–	2	–	–	4	–	3	6	9	3	4	5	15	2	16	5	68
E.N.E.	18	2	4	2	1	18	11	3	1	1	5	3	8	11	5	2	2	10	24	13	2	4	2	–	–	6	2	5	3	3	39	53	113	44	29	44	58	92	75	56	603
E. by N.	2	–	1	–	–	7	2	–	1	–	–	4	1	2	–	4	–	2	2	4	–	–	1	–	–	1	2	1	1	1	7	4	26	5	8	15	15	10	12	11	113
E.	7	1	4	1	6	32	12	5	1	5	2	9	4	3	5	7	7	8	10	4	4	5	8	1	–	9	–	3	5	1	33	33	101	29	26	81	55	69	83	61	571
E. by S.	4	–	1	1	–	7	2	1	–	–	2	3	–	2	–	2	–	–	1	–	–	–	1	–	1	2	3	1	1	1	12	4	12	7	4	23	18	9	12	12	113
E.S.E.	21	–	5	–	7	24	19	4	5	–	3	25	14	5	1	14	3	1	1	5	2	9	6	2	3	15	2	3	1	2	53	52	62	45	27	92	56	41	107	35	570
S.E. by E.	3	–	–	–	2	2	2	2	–	–	1	2	–	1	–	1	–	2	1	–	3	1	–	–	–	1	–	–	–	–	14	4	2	7	8	6	7	4	8	3	63
S.E.	26	1	11	2	11	17	19	16	1	3	13	13	22	6	3	23	10	3	1	4	10	32	7	6	8	14	13	10	2	13	72	76	78	61	50	97	97	90	164	64	849
S.E. by S.	2	–	1	1	–	–	2	–	–	–	1	1	–	–	–	–	1	1	–	–	3	4	1	–	–	–	–	1	1	–	7	8	4	8	1	3	6	10	12	–	59
S.S.E.	11	1	11	5	8	6	9	10	4	3	13	5	2	4	2	20	12	10	1	10	7	18	5	2	4	11	10	4	5	23	40	68	36	43	36	83	60	69	84	56	575
S. by E.	1	1	1	2	1	–	1	2	–	–	1	3	2	–	2	3	3	2	1	1	3	3	1	–	5	1	2	–	1	2	7	13	12	13	12	10	8	18	7	11	111
S.	13	2	8	4	10	3	17	3	3	3	8	18	7	10	4	16	16	14	10	12	7	8	8	3	3	9	16	10	4	25	49	73	55	61	47	61	94	129	61	74	704
S. by W.	2	1	–	3	3	–	8	–	–	1	–	2	2	–	–	1	4	4	1	3	3	2	2	–	1	1	2	1	1	5	15	10	8	11	7	7	20	17	11	17	123
S.S.W.	9	4	11	62	12	2	27	5	15	13	7	19	14	7	14	36	42	18	13	12	17	1	17	4	7	17	30	18	14	33	92	89	95	139	76	95	133	157	93	160	1,129
S.W. by S.	3	1	1	15	–	–	–	–	–	1	3	1	8	–	2	–	1	2	2	1	4	–	2	2	–	2	2	3	–	3	22	10	21	25	12	6	6	18	9	13	142
S.W.	9	23	6	55	22	2	20	6	28	23	17	8	34	12	22	30	47	24	11	8	21	3	19	19	31	24	38	42	15	47	166	111	171	194	159	142	192	206	181	223	1,745
S.W. by W.	–	1	2	6	1	1	2	–	5	–	–	–	4	2	2	5	1	–	1	–	2	–	–	6	1	–	3	1	3	4	12	4	17	21	19	13	11	7	24	19	147
W.S.W.	3	11	3	37	29	3	7	8	27	20	16	2	23	16	11	7	22	26	5	3	12	3	8	15	25	11	13	32	5	35	104	69	98	140	147	81	102	174	102	144	1,161
W. by S.	1	1	–	5	4	1	1	1	1	2	2	2	3	1	1	5	2	2	–	1	3	–	1	2	7	–	2	7	2	3	18	13	14	18	26	17	12	29	13	18	178
W.	6	16	5	21	20	10	10	8	18	10	16	3	19	6	11	15	6	21	5	6	5	2	4	10	31	4	11	12	10	11	87	82	69	89	137	92	73	105	103	120	957
W. by N.	–	2	–	4	3	–	3	–	1	4	7	1	3	2	3	5	1	3	–	–	1	1	1	1	7	2	1	–	1	1	87	17	9	20	25	17	12	22	25	22	189
W.N.W.	13	35	2	21	26	6	10	4	11	30	9	5	28	6	13	18	5	14	12	5	13	3	8	31	75	5	6	18	14	10	87	128	72	75	209	77	91	101	92	108	1,040
N.W. by W.	2	2	–	2	–	–	–	–	2	–	2	–	1	–	1	4	–	1	3	–	–	–	–	2	4	–	–	–	1	–	10	6	3	4	10	7	3	4	11	3	61
N.W.	33	21	3	18	9	5	15	4	18	28	7	6	25	8	12	14	9	26	10	7	2	2	3	50	120	3	12	15	31	6	84	104	71	110	214	70	101	115	126	116	1,111
N.W. by N.	2	1	–	–	–	–	2	–	1	2	–	1	–	–	3	–	–	1	1	1	–	–	–	2	4	1	1	1	3	2	6	11	1	8	9	2	7	7	6	10	67
N.N.W.	20	5	–	3	–	1	2	5	5	9	4	5	10	6	5	2	5	12	11	1	2	2	3	36	56	–	9	5	45	5	50	58	30	62	94	21	59	45	80	55	554
N. by W.	3	1	–	–	–	–	–	1	–	2	–	–	5	2	1	–	–	1	1	1	1	–	–	4	5	–	2	1	5	–	7	18	8	9	10	1	9	6	7	8	83
Calm	1	1	1	–	–	–	–	1	1	–	–	–	–	3	1	3	1	–	–	–	1	2	1	2	1	2	1	–	1	1	2	14	6	9	20	12	19	11	17	12	16	136
Variable	20	1	–	2	1	2	–	–	3	1	3	1	8	–	2	3	–	1	–	–	2	–	5	3	11	2	–	–	5	–	34	18	28	15	23	9	4	7	11	8	157
Unknown	27	9	1	4	31	12	13	1	5	6	11	5	7	5	28	16	14	12	8	13	6	4	4	8	19	3	14	9	27	11	63	56	55	33	106	86	92	88	110	97	786
Total	343	156	90	283	210	183	280	113	174	179	170	164	350	140	176	264	229	245	183	145	156	126	128	276	466	155	205	211	441	266	1,416	1,379	1,494	1,488	1,664	1,390	1,656	1,860	2,090	1,747	16,184

Force of Wind.*	January.										February.										March.										April.										Force of Wind.
	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	
Force 0	5	—	2	—	—	5	3	1	1	3	2	—	1	—	4	—	3	6	1	—	—	—	1	6	2	2	3	2	1	—	1	2	—	1	1	2	2	2	1	—	Force 0
„ 1	2	5	1	—	2	2	2	1	1	2	5	2	1	3	3	4	3	5	—	—	3	1	—	1	3	—	1	2	2	—	5	5	3	3	3	—	2	4	4	1	„ 1
„ 2	7	4	5	2	5	9	7	10	7	10	7	3	1	4	1	4	7	2	4	1	7	1	5	2	2	11	12	7	2	8	3	3	5	2	5	10	6	4	6	4	„ 2
„ 3	7	2	4	6	—	7	1	1	—	2	4	—	3	6	11	6	4	2	3	3	4	1	3	4	4	3	1	—	2	—	1	2	6	5	3	2	2	1	3	2	„ 3
„ 4	5	14	13	11	6	19	15	18	19	22	17	10	8	11	14	16	17	13	17	13	11	5	7	9	7	14	15	17	20	16	9	6	11	8	8	9	14	10	8	14	„ 4
„ 5	19	20	20	19	25	23	15	32	27	15	16	15	14	17	22	14	21	22	18	19	21	12	13	17	15	20	21	20	20	24	12	11	17	17	10	20	18	15	21	18	„ 5
„ 6	14	33	18	24	24	30	18	16	38	28	26	17	18	21	15	14	22	13	17	13	21	18	6	26	12	19	16	26	16	21	20	15	4	20	6	3	7	24	15	10	„ 6
„ 7	8	15	2	10	12	5	6	11	15	10	10	11	8	10	4	2	6	2	5	8	11	3	2	13	6	4	8	6	13	11	16	6	1	4	—	—	2	5	6	4	„ 7
„ 8	4	36	18	27	27	10	5	5	9	19	15	11	15	8	6	6	8	10	8	9	16	10	8	17	18	3	13	18	12	12	8	10	2	3	15	—	3	1	12	11	„ 8
„ 9	15	31	27	25	34	27	111	163	201	70	20	15	40	4	8	16	76	73	36	34	22	6	24	29	24	28	80	56	72	32	31	6	—	4	6	2	—	21	32	33	„ 9
„ 10	16	32	15	29	60	17	29	32	83	44	10	16	136	—	3	31	5	30	5	53	12	6	14	16	4	7	10	23	61	1	13	—	—	1	5	—	4	2	11	11	„ 10
„ 11	7	9	6	18	8	5	9	9	13	25	1	24	76	—	2	—	—	3	3	9	6	—	4	—	—	—	3	7	8	—	5	1	—	—	1	—	—	—	2	—	„ 11
„ 12	—	2	—	11	16	1	17	64	24	20	2	9	19	1	1	13	5	21	6	6	1	—	1	1	1	3	2	14	8	1	—	—	—	—	1	—	—	—	3	3	„ 12
Variable	—	—	3	—	—	—	—	1	—	—	—	—	2	—	—	—	—	—	—	—	—	—	—	1	1	1	—	—	—	—	—	—	—	—	—	—	—	1	—	—	Variable.
Unknown	6	3	3	4	10	11	8	18	23	18	4	4	13	2	1	12	9	3	4	10	1	8	7	—	5	3	4	15	14	3	2	3	1	1	1	5	1	3	3	3	Unknown.
TOTAL -	115	206	137	186	229	171	246	382	461	288	139	137	355	87	95	138	186	205	127	178	136	71	95	142	104	118	189	213	251	129	126	70	50	69	65	53	62	92	127	114	TOTAL.

(*Continued.*)

Force of Wind.*	May.										June.										July.										August.										Force of Wind.
	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	
Force 0	1	1	—	4	—	1	1	—	2	4	2	1	1	—	—	1	1	1	1	3	2	—	—	2	2	2	1	2	2	—	2	—	1	3	2	2	2	1	1	2	Force 0
„ 1	1	2	1	1	2	5	1	1	2	2	4	—	1	1	2	1	2	2	4	4	6	—	1	2	3	1	1	1	1	1	5	1	1	5	3	1	4	2	1	—	„ 1
„ 2	4	3	7	9	5	10	6	5	3	4	4	3	7	3	2	4	5	10	8	1	2	7	—	4	1	3	10	7	3	11	3	7	7	—	3	13	9	1	6	7	„ 2
„ 3	2	—	4	5	1	2	1	1	4	7	—	1	3	2	1	3	1	—	1	6	—	1	4	1	1	2	1	2	1	1	3	1	—	4	2	—	2	1	4	3	„ 3
„ 4	5	5	4	6	5	3	10	8	12	4	7	7	3	4	3	7	4	13	8	5	2	6	3	9	9	11	9	8	4	6	3	6	12	7	9	5	8	14	8	12	„ 4
„ 5	8	17	5	7	7	9	5	16	13	3	2	6	10	9	5	12	8	8	10	6	6	3	7	14	8	14	12	15	9	6	5	9	15	12	9	17	16	14	9	13	„ 5
„ 6	6	8	10	7	7	10	4	8	18	7	—	8	3	11	6	7	6	10	4	8	4	6	14	9	6	7	9	3	11	3	9	12	10	12	12	12	13	8	5	10	„ 6
„ 7	—	5	3	4	4	1	—	2	3	1	—	1	2	4	3	1	2	3	—	1	2	1	2	7	1	2	—	5	2	4	—	6	6	1	3	2	1	2	1	8	„ 7
„ 8	3	6	1	10	13	3	2	4	—	2	2	10	1	9	6	1	1	2	1	4	3	—	5	14	4	—	2	3	2	6	3	1	3	5	12	2	2	—	1	4	„ 8
„ 9	1	16	—	7	13	12	14	14	24	6	1	9	1	8	7	6	3	10	3	7	5	1	7	4	2	6	4	4	16	3	12	23	10	2	9	6	10	14	1	76	„ 9
„ 10	—	27	—	2	9	2	2	—	1	—	1	9	—	4	2	4	1	1	2	—	—	2	3	1	—	2	—	1	—	2	3	4	4	—	1	3	—	1	—	14	„ 10
„ 11	—	28	—	—	1	—	—	—	—	2	—	12	—	—	1	—	—	—	—	—	—	—	—	3	1	—	—	—	—	—	—	—	1	—	—	—	—	—	1	„ 11
„ 12	—	67	—	—	—	1	1	—	—	1	—	3	—	—	1	—	—	—	—	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	„ 12
Variable	—	1	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	1	—	—	—	—	—	—	—	—	1	—	—	—	—	1	—	—	Variable..
Unknown	1	1	1	2	1	4	2	1	4	3	4	4	3	3	1	4	1	8	3	2	1	3	2	5	1	—	—	—	3	6	4	4	2	1	—	4	2	2	1	6	Unknown
TOTAL -	32	187	36	65	68	63	49	60	86	46	27	74	35	58	40	51	35	68	45	49	34	30	48	76	39	50	49	51	54	49	52	74	73	52	65	67	69	61	38	160	TOTAL.

* Figures to denote the Force of the Wind.

0. Calm.
1. Light Airs - Just sufficient to give steerage way.
2. Light Breeze - } With which a Ship with all Sail set and clean full would go in smooth water. } 1 to 2 knots.
3. Gentle Breeze - } 3 to 4 „
4. Moderate Breeze - } 5 to 6 „
5. Fresh Breeze - }
6. Strong Breeze - } In which she could just carry in chase, full and by } Royals, &c.
7. Moderate Gale - } Single Reefs and T.G. Sails.
8. Fresh Gale - } Double Reefs and Jib.
9. Strong Gale - } Triple Reefs, &c.
10. Whole Gale - In which she could just bear close-reefed Main Topsail and reefed Foresail.
11. Storm - - Under Storm Staysail.
12. Hurricane - Under Bare Poles.

Close Reefs and Cours

(*continued*)

Table 10—*continued.*

Force of Wind.*	September.										October.										November.										Force of Wind.
	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	
Force 0	—	—	2	1	—	2	1	—	—	2	2	2	1	—	—	—	1	1	1	—	1	1	—	3	1	3	2	—	—	1	Force 0
,, 1	—	2	—	1	2	—	—	2	—	5	3	3	—	2	1	—	1	2	6	4	4	—	1	8	4	4	1	3	4	2	,, 1
,, 2	4	3	2	4	4	4	12	4	6	11	8	4	5	7	5	10	8	17	8	3	5	4	1	15	4	7	7	3	4	7	,, 2
,, 3	1	1	1	2	1	1	4	3	5	2	2	1	—	—	—	2	3	6	2	3	6	3	8	6	3	2	1	—	3	1	,, 3
,, 4	7	6	6	11	13	10	9	12	16	6	8	4	10	7	9	16	8	20	15	14	12	14	13	13	10	8	12	19	18	15	,, 4
,, 5	14	14	17	8	14	13	14	17	18	19	23	9	9	16	19	21	25	18	32	15	23	21	28	22	17	19	28	31	28	24	,, 5
,, 6	10	5	14	11	12	13	6	20	24	21	24	7	17	24	20	21	28	19	22	26	21	26	13	19	27	21	20	40	26	25	,, 6
,, 7	6	2	7	4	3	3	1	13	1	6	3	7	11	6	8	5	8	5	7	8	9	18	15	7	5	8	11	22	9	7	,, 7
,, 8	7	7	6	4	27	1	2	15	6	5	12	7	8	36	27	3	7	7	21	—	12	20	39	23	19	3	11	13	21	5	,, 8
,, 9	14	14	25	2	21	14	5	55	20	41	38	22	15	52	49	36	145	15	45	60	15	32	68	10	36	45	37	85	53	37	,, 9
,, 10	15	22	12	1	4	10	1	10	3	9	70	27	4	70	31	41	23	3	7	32	28	15	112	5	17	97	26	9	7	4	,, 10
,, 11	1	4	—	1	—	1	—	—	1	—	55	8	2	26	7	6	5	—	4	8	11	5	10	2	4	17	12	1	—	—	,, 11
,, 12	4	1	—	—	—	1	—	3	1	5	67	53	3	30	18	10	7	—	2	2	13	1	29	—	11	13	53	10	2	2	,, 12
Variable	1	1	—	1	—	1	—	—	—	—	3	—	1	—	—	1	1	—	—	—	2	1	11	—	—	5	—	—	1	—	Variable.
Unknown	2	2	5	3	6	3	2	5	2	12	25	2	4	7	16	11	10	—	2	4	8	3	2	7	18	12	8	9	7	15	Unknown.
TOTAL -	86	84	97	54	107	77	57	159	103	144	343	156	90	283	210	183	280	113	174	179	170	164	350	140	176	264	229	245	183	145	TOTAL.

(*Continued.*)

Force of Wind.*	December.										TOTAL.										Force of Wind.
	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	
Force 0	3	1	1	3	3	1	—	1	1	2	21	8	10	23	15	21	20	17	12	17	Force 0
,, 1	4	2	4	1	—	1	4	4	1	—	42	23	14	28	28	19	22	29	26	21	,, 1
,, 2	6	5	6	4	2	12	11	3	6	8	60	47	51	56	39	97	100	73	63	75	,, 2
,, 3	3	1	7	2	—	6	3	6	—	3	33	14	43	43	27	36	24	23	28	33	,, 3
,, 4	7	7	13	14	7	24	25	19	15	15	93	90	103	110	100	142	146	171	160	142	,, 4
,, 5	25	14	16	29	23	38	20	24	18	15	174	151	171	187	174	220	203	232	223	177	,, 5
,, 6	25	16	22	11	27	28	14	32	21	24	180	171	149	195	174	185	163	219	217	196	,, 6
,, 7	6	15	7	5	8	2	2	8	4	7	71	90	66	75	57	35	47	84	66	75	,, 7
,, 8	17	19	18	14	21	7	13	8	12	2	102	137	124	170	195	39	69	86	105	79	,, 8
,, 9	35	18	13	52	60	23	67	76	100	135	209	193	230	199	269	221	552	586	603	534	,, 9
,, 10	14	8	11	89	88	7	19	17	184	25	182	168	311	218	224	221	120	129	364	195	,, 10
,, 11	2	10	3	13	57	1	10	1	21	6	88	101	102	63	82	30	39	21	52	53	,, 11
,, 12	—	3	—	26	156	—	14	7	34	9	87	139	52	69	205	42	99	119	80	53	,, 12
Variable	—	2	2	2	—	1	—	—	1	—	7	5	20	6	1	9	2	2	2	—	Variable.
Unknown	9	5	5	11	14	4	3	5	23	15	67	42	48	46	74	73	50	69	89	97	Unknown.
TOTAL -	156	126	128	276	466	155	205	211	441	266	1,416	1,379	1,494	1,488	1,664	1,390	1,656	1,860	2,090	1,747	TOTAL.

* Figures to denote the Force of the Wind.

0. Calm.
1. Light Airs - Just sufficient to give steerage way.
2. Light Breeze - With which a Ship with all Sail set and clean full would go in smooth water 1 to 2 knots.
3. Gentle Breeze - With which a Ship with all Sail set and clean full would go in smooth water 3 to 4 ,,
4. Moderate Breeze - With which a Ship with all Sail set and clean full would go in smooth water 5 to 6 ,,
5. Fresh Breeze - In which she could just carry in chase, full and by Royals, &c.
6. Strong Breeze - In which she could just carry in chase, full and by Single Reefs and T.G. Sails.
7. Moderate Gale - In which she could just carry in chase, full and by Double Reefs and Jib.
8. Fresh Gale - In which she could just carry in chase, full and by Triple Reefs, &c.
9. Strong Gale - In which she could just carry in chase, full and by Close Reefs and Courses.
10. Whole Gale - In which she could just bear close-reefed Main Topsail and reefed Foresail.
11. Storm - Under Storm Staysail.
12. Hurricane - Under Bare Poles.

Description of CERTIFICATES held by the Masters.

Year.	Ships commanded by Masters holding Certificates of Competency.			Ships commanded by Masters holding Certificates of Service.			Ships in Home and Coasting Trade, commanded by Masters not possessing and not required to have Certificates.	Ships commanded by Foreigners not holding British Certificates.	Unknown.	Total.
	In Foreign Trade.	In Home Trade.	Total.	In Foreign Trade.	In Home Trade.	Total.				
1859	121	122	243	88	280	368	635	230	293	1,769
1860	94	168	262	52	321	373	578	228	236	1,677
1861	150	140	290	79	285	364	652	274	239	1,819
1862	164	157	321	84	264	348	720	266	172	1,827
1863	209	141	350	77	271	348	844	267	192	2,001
1864	204	150	354	85	190	275	694	246	172	1,741
1865	213	137	350	89	206	295	883	238	246	2,012
1866	234	217	451	64	265	329	977	307	225	2,289
1867	232	192	424	63	257	320	1,109	338	322	2,513
1868	230	172	402	50	197	247	971	276	235	2,131

Table 12. Wrecks, Casualties, and Collisions on the Coasts of the United Kingdom during Ten Years, showing the NUMBER OF SHIPS, distinguishing the Ships and Cargoes INSURED and UNINSURED, and the Amount of Insurance where known.

Years.	Number of Vessels and Cargoes reported to be Insured, and the Amount of Insurance.					Number of Vessels and Cargoes reported as not Insured.		Number of Vessels and Cargoes, whether Insured or not, unknown.		Vessels in Ballast.	Total.	* Out of the total number of Vessels and Cargoes lost or damaged, the estimated loss of the following only have been reported.				
	Vessels.		Cargoes.		Total Amount of Insurance.							Vessels.		Cargoes.		Total estimated Loss as reported.
	Number.	Amount.	Number.	Amount.		Vessels.	Cargoes.	Vessels.	Cargoes.			Number.	Amount.	Number.	Amount.	
		£		£	£								£		£	£
1859	591	667,032	89	101,612	768,644	329	178	849	1,223	279	1,769	907	532,147	294	221,860	754,007
1860	533	484,605	59	21,274	505,879	289	150	855	1,157	311	1,677	839	512,242	259	94,611	606,853
1861	744	926,471	123	151,524	1,077,995	325	199	750	1,188	309	1,819	1,230	780,144	443	223,901	1,004,045
1862	711	846,198	84	70,116	916,314	371	223	745	1,163	357	1,827	1,237	728,336	401	212,704	941,040
1863	717	688,820	92	30,957	719,777	362	198	922	1,328	383	2,001	1,240	659,431	355	327,436	986,867
1864	541	662,502	57	24,485	686,987	223	85	977	1,301	298	1,741	1,035	706,074	290	140,934	847,008
1865	811	1,102,070	108	115,905	1,217,975	298	135	903	1,312	457	2,012	1,331	1,060,568	468	500,467	1,561,035
1866	894	1,250,262	160	376,869	1,627,131	416	167	979	1,512	450	2,289	1,854	1,018,000	590	453,640	1,471,640
1867	1,072	1,380,912	212	300,117	1,681,029	481	228	960	1,413	660	2,513	2,067	1,282,888	637	625,602	1,908,490
1868	906	1,195,025	183	299,985	1,495,010	456	202	769	1,276	470	2,131	1,723	899,604	529	363,697	1,263,301
TOTAL - -	7,520	9,203,897	1,167	1,492,844	10,696,741	3,550	1,765	8,709	12,873	3,974	19,779	13,463	8,179,434	4,266	3,164,852	11,344,286

* *Note.*—The Figures given in this part of the Table depend on information furnished by the Officers of the ships at the time of the casualty, and are consequently but approximations.

Table 13. Wrecks on the Coasts of the United Kingdom during Ten Years (excluding Collisions) which have involved TOTAL LOSS, distinguishing the Cause of each Loss.

Months.	Class I. Arising from Stress of Weather.										Class II. Arising from Inattention, Carelessness, and Neglect.					Class III. Arising from Defects in Ships or Equipments.					Class IV. Arising from various Causes.											Causes unknown.	Grand Total.
	Foundered.	Driven or run on a Sand or Lee Shore.	Parted Cables.	Dragged Anchors.	Damage to Hull or Rudder, or Loss of Masts, Yards, Sails, &c.	Shifting of Cargo or Ballast.	Missing Stays.	Failing to make Harbour, or stranding whilst entering.	Capsized.	Total of Class I.	Error, Neglect, or Incompetency of Master or Mate.	Error, Neglect, or Incompetency of Pilots.	Improper Stowage.	Not heaving Lead.	Total of Class II.	Foundered from Unseaworthiness.	Overladen.	Defective Charts, insufficient Manning, unsound Gear or Equipments, imperfect Repairs, or defective Construction.	Local Attraction and Defects of Compasses.	Total of Class III.	Thick and foggy Weather.	Foundered, &c. through heavy Seas.	Strong Currents or heavy Seas and light Winds.	Want of Lights or Buoys on Coasts and Shoals.	Want of Pilot.	Want of Power in Steam Tugs, or defective Tow Ropes.	Striking on sunken Wreck, &c.	Spontaneous Combustion.	Injured by Fire or Lightning.	Damage to Boilers or Machinery.	Accidental.	Combination of Causes.	Total of Class IV.		
January -	21	13	5	2	9	1	1	3	1	56	10	2	–	1	13	1	–	–	–	1	8	2	8	–	–	–	1	–	1	–	1	–	21	4	95
February -	14	9	1	2	–	–	2	4	–	32	6	1	–	2	9	4	–	2	–	6	1	1	–	–	–	–	3	–	–	–	–	–	5	4	56
March -	6	–	1	–	1	–	–	–	1	9	4	–	–	1	5	3	1	2	–	6	–	2	–	–	–	1	–	–	–	–	1	–	4	2	26
April - -	2	7	1	2	1	–	–	1	–	14	4	–	–	2	6	2	1	1	–	4	1	–	1	–	–	–	–	1	–	–	–	–	3	1	28
May - -	–	–	–	–	1	–	–	–	–	1	5	–	–	2	7	2	1	1	–	4	2	2	1	–	–	–	–	–	–	–	–	–	5	1	18
June -	–	–	1	1	–	–	2	–	–	4	3	–	–	–	3	–	–	1	–	1	–	–	2	–	–	–	1	1	–	–	–	–	4	1	13
July - -	–	–	–	–	1	–	–	–	–	1	5	–	–	–	5	2	–	2	–	4	–	–	2	–	–	–	–	1	1	–	–	–	4	1	15
August -	8	9	5	4	10	–	–	1	–	37	4	–	–	–	4	5	2	2	1	10	–	–	1	1	–	–	–	–	–	–	–	–	2	1	54
September -	5	4	4	1	1	–	3	–	–	18	6	–	1	5	12	5	–	2	–	7	3	2	5	–	1	–	1	1	4	–	–	–	17	–	54
October -	8	5	1	–	7	–	–	1	–	22	4	–	–	–	4	11	–	–	–	11	–	1	1	–	–	–	–	–	–	–	–	–	2	–	39
November -	8	3	6	–	1	–	–	–	–	18	7	1	–	1	9	7	1	1	–	9	3	–	–	–	–	3	–	1	1	–	–	–	8	2	46
December -	13	21	4	3	6	2	2	2	–	53	4	1	–	5	10	4	–	4	–	8	5	–	1	–	–	–	2	–	–	–	2	–	10	2	83
Total in 1868	85	71	29	15	38	3	10	12	2	265	62	5	1	19	87	46	6	18	1	71	23	10	22	1	1	4	8	5	7	–	4	–	85	19	527
Total in 1859	80	72	41	17	50	5	15	15	3	298	57	7	–	20	84	32	–	7	3	42	23	–	12	2	4	5	5	4	4	2	6	3	70	33	527
Total in 1860	53	73	45	35	39	5	10	11	7	278	74	8	–	21	103	39	2	2	6	49	17	–	7	–	2	5	2	1	1	–	2	3	40	6	476
Total in 1861	61	109	37	14	54	5	6	11	5	302	61	7	–	21	89	45	1	2	–	48	17	–	6	1	3	2	3	1	1	–	12	3	49	25	513
Total in 1862	60	41	48	18	40	5	10	17	3	242	42	6	–	24	72	13	1	5	6	25	27	15	20	1	1	–	7	–	–	–	18	7	96	20	455
Total in 1863	119	51	41	24	56	8	11	18	4	332	42	4	2	13	61	19	1	8	3	31	16	8	11	–	1	2	14	1	2	–	9	1	65	14	503
Total in 1864	41	43	22	13	21	2	8	12	1	163	53	11	1	24	89	25	3	8	3	39	21	15	10	1	1	1	4	–	2	–	8	1	64	31	386
Total in 1865	55	65	30	30	35	4	12	12	2	245	58	5	–	36	99	30	2	6	–	38	14	12	17	1	–	4	2	1	2	–	8	–	61	27	470
Total in 1866	77	50	51	25	39	5	12	13	4	276	89	7	1	28	125	49	6	18	1	74	15	18	8	1	4	4	12	2	2	–	2	–	68	19	562
[illegible]	[illegible]																																84	16	656

Months.	Class I. Arising from Stress of Weather.										Class II. Arising from Inattention, Carelessness, or Neglect.					Class III. Arising from Defects in Ships or Equipments.					Class IV. Arising from various Causes.												Causes unknown.	Grand Total.
	Leaky.	Driven or run on a Sand or Lee Shore.	Parted Cables.	Dragged Anchors.	Damage to Hull or Rudder, or Loss of Masts, Yards, Sails, &c.	Shifting of Cargo or Ballast.	Missing Stays.	Failing to make Harbour, or stranding whilst entering.	Capsized.	Total of Class I.	Error, Neglect, or Incompetency of Master or Mate.	Error, Neglect, or Incompetency of Pilots.	Improper Stowage.	Not heaving Lead.	Total of Class II.	Leaky from Unseaworthiness.	Overladen.	Defective Charts, insufficient Manning, unsound Gear or Equipments, imperfect Repairs, or defective Construction.	Local Attraction and Defects of Compasses.	Total of Class III.	Thick and foggy Weather.	Leaky, &c. through heavy Seas.	Strong Currents or heavy Seas and light Winds.	Want of Lights or Buoys on Coasts and Shoals.	Want of Pilot.	Want of Power in Steam Tugs, or defective Tow Ropes.	Striking on sunken Wreck, &c.	Spontaneous Combustion.	Injured by Fire or Lightning.	Damage to Boilers or Machinery.	Accidental.	Combination of Causes.	Total of Class IV.		
January -	9	4	20	16	43	1	2	4	–	99	15	1	1	4	21	2	1	4	1	8	10	4	6	–	–	–	3	–	2	–	3	–	28	–	156
February -	10	9	12	7	20	1	–	5	1	65	10	1	–	1	12	2	–	1	–	3	1	1	1	–	–	1	1	–	–	–	–	–	5	–	85
March -	3	4	2	2	15	–	–	–	1	27	11	–	–	2	13	4	1	–	1	6	–	6	2	1	–	–	3	–	–	–	1	–	13	–	59
April -	6	1	2	1	18	–	–	2	–	30	5	1	–	3	9	–	2	2	–	4	2	1	–	–	–	–	–	–	–	–	–	–	3	1	47
May -	2	1	1	–	5	–	1	1	–	11	–	–	–	1	1	–	–	2	1	3	2	–	3	–	–	–	–	–	1	–	–	–	6	–	21
June -	1	1	1	–	3	–	1	–	–	7	1	2	–	–	3	–	–	1	–	1	1	4	2	1	–	–	1	–	–	–	–	–	9	–	20
July -	–	–	–	1	1	1	–	–	–	3	1	2	–	2	5	3	–	2	–	5	1	3	–	–	1	–	–	–	–	–	6	–	11	–	24
August -	8	5	4	5	23	4	–	1	1	51	5	1	–	1	7	5	2	3	–	10	5	3	1	–	–	–	1	–	1	–	–	–	11	2	81
September -	6	6	–	1	15	–	1	–	–	29	7	1	–	4	12	8	–	2	–	10	2	5	3	1	2	–	–	–	–	–	4	–	17	1	69
October -	4	4	2	4	34	5	2	3	–	58	5	2	–	3	10	6	7	6	1	20	2	3	–	1	–	–	2	–	1	–	–	–	9	–	97
November -	6	3	1	2	14	2	–	–	–	28	5	4	–	4	13	6	–	1	–	7	1	4	2	1	1	1	1	1	–	–	–	–	12	1	61
December -	13	9	3	6	39	2	2	5	–	79	7	5	–	5	17	–	–	4	1	5	10	2	1	–	–	–	1	–	–	–	5	–	19	1	121
Total in 1868	68	47	48	45	230	16	9	21	3	487	72	20	1	30	123	36	13	28	5	82	37	36	21	5	4	2	13	1	5	–	19	–	143	6	841
Total in 1859	101	19	32	23	103	5	13	10	2	308	69	10	–	18	97	20	–	16	6	42	39	–	11	2	–	9	7	2	1	1	13	3	88	5	540
Total in 1860	56	42	41	28	156	17	9	16	2	367	80	14	–	16	110	14	4	23	8	49	26	–	7	3	6	–	10	1	1	1	12	5	72	7	605
Total in 1861	87	73	35	28	165	7	15	11	3	424	63	17	1	21	102	30	2	23	1	56	25	–	7	4	1	4	7	3	4	2	17	1	75	1	658
Total in 1862	59	17	45	43	182	18	7	13	2	386	77	11	–	27	115	16	5	12	9	42	30	46	13	2	10	2	7	1	1	–	26	6	144	8	695
Total in 1863	80	44	70	52	244	23	5	32	–	550	76	17	–	22	115	11	3	15	1	30	27	28	21	2	1	2	8	3	2	1	28	3	126	9	830
Total in 1864	72	22	23	31	119	9	8	13	2	299	79	27	1	41	148	18	2	28	5	53	37	43	14	1	3	–	6	–	1	4	32	3	144	9	653
Total in 1865	98	31	58	35	224	19	17	17	2	501	77	14	–	46	137	27	1	14	6	48	27	42	22	–	6	5	5	3	2	1	16	–	129	17	832
Total in 1866	111	53	75	41	204	6	20	16	3	529	75	22	2	20	119	18	6	18	2	44	53	43	27	3	5	8	11	4	2	1	17	–	174	10	876
Total in 1867	87	40	72	84	293	23	12	41	1	653	72	25	1	40	138	39	3	38	5	85	31	53	17	3	–	5	9	1	4	1	11	–	135	9	1,020

Table 15. Collisions on the Coasts of the United Kingdom during Ten Years, involving TOTAL LOSS, distinguishing the Causes.

Months.	Parting Cables, Dragging Anchors, Breaking Sheer, and Fouling.	Missing Stays.	Anchoring in Foul Berth.	Want of Sea Room.	Thick and Foggy Weather.	Bad Look-out.	Neglecting to show proper Light.	Neglect or Misapplication of Steering and Sailing Rules.	Error of Pilot.	Want of Seamanship.	General Negligence and want of Caution.	Inevitable Accident.	Error in Judgment.	Cause unknown.	Total.
January	–	–	–	–	1	7	–	–	–	–	–	–	2	–	10
February	1	–	–	–	–	1	–	3	–	–	1	–	4	2	12
March	–	1	–	–	4	1	–	1	–	–	–	–	1	1	9
April	1	–	–	–	1	3	1	2	–	–	–	–	–	–	8
May	–	–	–	–	–	–	–	1	–	–	–	–	–	–	1
June	–	–	–	–	–	1	–	2	1	–	–	–	–	–	4
July	–	–	–	–	–	–	1	–	–	–	–	–	–	–	1
August	1	–	–	–	2	1	1	1	–	–	–	–	1	–	7
September	–	–	–	–	–	5	–	1	–	–	–	–	–	–	6
October	–	–	–	–	1	3	1	1	–	–	2	–	3	1	12
November	–	–	–	–	–	3	1	2	–	–	–	–	–	2	8
December	2	–	1	–	–	7	–	6	1	–	1	1	1	1	21
Total in 1868	5	1	1	–	9	32	5	20	2	–	4	1	12	7	99
Total in 1859	2	–	–	–	7	18	5	12	–	1	2	8	–	3	58
Total in 1860	2	1	–	–	2	19	5	12	1	2	5	9	2	5	65
Total in 1861	1	–	–	1	2	20	11	18	–	1	2	3	1	2	62
Total in 1862	3	–	–	1	4	18	4	22	1	–	4	5	3	1	66
Total in 1863	7	2	–	–	5	14	8	16	–	2	2	4	2	4	66
Total in 1864	4	2	–	–	3	17	11	19	–	–	6	7	5	7	81
Total in 1865	4	–	–	–	1	28	6	13	–	4	5	3	5	1	70
Total in 1866	12	–	–	1	9	27	7	20	–	6	5	6	5	3	101
Total in 1867	7	1	1	–	5	19	10	15	1	7	6	8	5	5	90

Table 16. Collisions on the Coasts of the United Kingdom during Ten Years, involving PARTIAL DAMAGE, distinguishing the Causes.

Months.	Parting Cables, Dragging Anchors, Breaking Sheer, and Fouling	Missing Stays.	Anchoring in Foul Berth.	Want of Sea Room.	Thick and Foggy Weather.	Bad Look-out.	Neglecting to show proper Light.	Neglect or Misapplication of Steering and Sailing Rules.	Error of Pilot.	Want of Seamanship.	General Negligence and want of Caution.	Inevitable Accident.	Error in Judgment.	Cause unknown.	Total.
January	7	–	1	–	–	1	1	4	–	2	3	3	4	1	27
February	8	–	–	–	1	5	–	3	1	3	–	2	2	–	25
March	2	1	3	1	1	7	2	2	2	2	2	2	8	–	35
April	2	–	–	–	2	8	3	3	–	2	3	1	6	1	31
May	–	–	–	–	–	1	–	–	–	2	2	1	–	–	6
June	–	–	–	–	1	4	–	3	–	1	–	2	1	–	12
July	–	–	–	1	–	3	–	3	–	–	1	–	1	–	9
August	4	–	–	–	–	3	2	4	–	1	1	1	2	–	18
September	1	–	–	–	–	3	–	4	–	2	–	1	2	2	15
October	2	1	–	–	–	11	2	6	–	1	4	2	2	–	31
November	7	–	1	–	1	6	3	7	–	2	3	–	–	–	30
December	9	–	1	2	–	8	1	5	–	3	–	5	4	3	41
Total in 1868	42	2	6	4	6	60	14	44	3	21	19	20	32	7	280
Total in 1859	23	3	1	4	17	65	15	66	1	5	20	41	25	5	291
Total in 1860	32	1	7	4	11	52	13	30	2	16	26	21	11	7	233
Total in 1861	19	5	4	2	19	54	18	47	1	11	33	28	13	7	261
Total in 1862	43	2	5	12	14	55	11	63	3	6	12	19	18	9	272
Total in 1863	49	3	3	4	4	42	5	48	1	13	21	35	31	6	265
Total in 1864	24	4	1	5	16	47	12	68	6	11	18	31	15	12	270
Total in 1865	37	3	8	6	12	58	12	46	2	18	22	27	26	7	284
Total in 1866	59	2	4	8	19	60	10	47	3	31	20	17	32	9	321
Total in 1867	47	4	3	6	14	63	17	56	2	22	17	28	36	9	324

Table 17. SUMMARY of Tables 13, 14, 15, and 16.

—	Collisions.										Total.	Annual Average.	Wrecks and Casualties other than Collisions.										Total.	Annual Average.
	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.			1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.		
nd Collisions																								
total loss -	58	65	62	66	66	81	70	101	90	99	758	75⅘	527	476	513	455	503	386	470	562	656	527	5,075	507½
nd Collisions																								
artial damage	291	233	261	272	265	270	284	321	324	280	2,801	280 1/10	540	605	658	695	830	653	832	876	1,020	841	7,550	755
CKS, &c. -	349	298	323	338	331	351	354	422	414	379	3,559	355 9/10	1,067	1,081	1,171	1,150	1,333	1,039	1,302	1,438	1,676	1,368	12,625	1,262½

—	Total Wrecks, Casualties, and Collisions.										Total.	Annual Average.
	1859.	1860	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.		
Wrecks, &c., involving total loss - -	585	541	575	521	569	467	540	663	746	626	5,833	583 3/10
Casualties, &c., involving partial damage -	831	838	919	967	1,095	923	1,116	1,197	1,344	1,121	10,351	1,035 1/10
TOTAL WRECKS, &c. -	1,416	1,379	1,494	1,488	1,664	1,390	1,656	1,860	2,090	1,747	16,184	1,618⅘

Table 18. COLLISIONS on the Coasts of the United Kingdom during Ten Years, distinguishing the TIME and the STATE OF THE WEATHER when each happened.

Months.	Time. Between 6 A.M. and 6 P.M.									Between 6 P.M. and 6 A.M.									Gross Total.
	Dark.	Dark and Clear.	Very Dark.	Hazy.	Cloudy.	Thick and Foggy.	Clear and Fine.	Squally or unknown.	Total.	Dark.	Dark and Clear.	Very Dark.	Hazy.	Cloudy.	Thick and Foggy.	Clear and Fine.	Squally or unknown.	Total.	
January - - -	–	–	–	1	1	–	7	3	12	–	2	–	6	5	3	6	3	25	37
February - - -	–	–	–	–	1	2	3	1	7	–	2	–	2	1	10	10	5	30	37
March - - - -	–	–	–	1	2	1	9	1	14	1	–	–	5	4	7	8	5	30	44
April - - - -	–	–	–	–	–	3	6	1	10	2	–	1	3	3	3	11	6	29	39
May - - - -	–	–	–	–	–	–	1	–	1	–	–	–	1	–	1	2	2	6	7
June - - -	–	–	–	–	–	–	7	–	7	–	–	–	–	–	2	7	–	9	16
July - - - -	–	–	–	–	–	–	4	–	4	–	–	–	1	–	–	5	–	6	10
August - - -	–	–	–	–	–	1	2	1	4	–	1	–	2	–	2	10	6	21	25
September - - -	–	1	–	2	–	1	4	2	10	1	–	–	1	1	–	5	3	11	21
October - - -	–	–	–	–	–	–	12	3	15	2	1	1	2	1	1	10	10	28	43
November - - -	–	–	–	1	1	–	2	4	8	–	1	–	5	3	4	11	6	30	38
December - - -	–	–	–	–	2	3	8	7	20	3	1	1	1	1	6	14	15	42	62
Total in 1868 - -	–	1	–	5	7	11	65	23	112	9	8	3	29	19	39	99	61	267	379
Total in 1859 - -	1	1	–	5	10	15	62	22	116	12	8	1	26	29	45	87	25	233	349
„ 1860 - -	2	–	–	4	6	13	42	19	86	16	6	7	20	21	26	81	35	212	298
„ 1861 - -	–	–	–	2	10	13	42	27	94	10	–	–	23	34	34	87	41	229	323
„ 1862 - -	–	–	–	5	13	14	49	21	102	15	–	6	15	19	47	92	42	236	338
„ 1863 - -	1	–	–	6	12	7	60	49	135	11	2	6	16	24	21	66	50	196	331
„ 1864 - -	–	–	–	14	7	7	64	17	109	16	18	8	26	25	30	76	43	242	351
„ 1865 - -	–	2	1	14	6	22	51	26	122	10	22	4	37	9	31	77	42	232	354
„ 1866 - -	1	–	–	6	5	30	64	39	145	16	5	12	16	19	57	102	50	277	422
„ 1867 - -	1	–	–	4	14	21	63	25	128	18	8	4	37	35	40	94	50	286	414

Table 19. **COLLISIONS** on the Coasts of the United Kingdom during the Years 1859 to
happening with both Vessels under Way from

Months.	Hour at which Sun rises and sets.	Collisions between Two Steam Vessels. Both under Way.*																				Collisions betw Both under Way.																					
		1859.		1860.		1861.		1862.		1863.		1864.		1865.		1866.		1867.		1868.		1859.		1860.		1861.		1862.		1863.		1864.		1865.		1866.		1867	
		Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.
January -	{8.8 / 4.0}	–	–	–	1	–	–	–	1	–	–	–	–	–	1	–	–	–	–	–	–	1	18	–	11	3	20	1	20	3	16	6	18	2	14	7	25	4	
February -	{7.42 / 4.46}	1	–	–	–	–	–	–	–	1	–	–	2	1	1	–	–	–	2	–	1	8	21	1	12	5	21	4	16	5	12	5	15	12	14	2	15	3	1
March -	{6.48 / 5.39}	–	–	–	–	–	–	2	–	–	–	–	–	1	–	–	–	–	–	1	5	16	4	8	1	15	3	10	3	8	5	13	7	18	9	11	9		
April -	{5.36 / 6.33}	–	–	–	–	–	–	–	–	–	–	2	–	–	1	–	–	1	–	1	3	9	1	3	9	11	1	15	4	6	–	7	–	9	1	8	1	1	
May -	{4.33 / 7.22}	–	–	1	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	2	2	4	7	4	5	2	6	6	3	1	6	1	6	2	4	1		
June -	{3.52 / 8.5}	–	–	–	–	–	–	–	–	–	1	–	–	–	–	1	1	1	–	–	1	6	2	3	8	1	–	4	9	1	1	6	1	1	1	3	2	3	
July -	{3.50 / 8.17}	–	–	–	–	–	–	1	–	–	–	–	1	–	–	2	1	–	–	–	–	1	3	2	2	3	5	4	9	4	1	4	5	7	6	2	6	4	
August -	{4.26 / 7.45}	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	1	1	–	1	1	3	3	5	4	5	12	3	7	9	5	2	9	2	16	3	8	–	
September -	{5.15 / 6.44}	–	–	–	–	–	–	1	–	–	1	–	–	2	1	–	1	–	–	–	–	5	8	1	12	–	5	2	12	4	8	4	10	1	8	6	10	2		
October -	{6.2 / 5.36}	–	–	–	–	–	–	1	–	–	–	1	1	–	–	–	–	2	–	3	2	26	–	14	3	10	5	20	8	12	4	18	4	14	1	10	7		
November -	{6.56 / 4.31}	–	–	–	–	–	1	1	2	–	–	–	1	2	2	1	–	–	–	–	–	5	18	9	19	9	22	7	11	2	14	2	10	3	13	7	16	6		
December -	{7.45 / 3.52}	–	2	1	–	–	2	–	2	–	–	–	1	–	–	–	1	1	–	1	2	2	13	1	11	1	16	4	15	3	13	4	22	4	15	2	9	4		
		1	2	2	1	–	3	3	8	1	2	–	9	6	6	5	6	3	5	2	10	43	139	31	111	44	142	40	150	52	99	43	134	44	134	45	124	44	
		3		3		3		11		3		9		12		11		8		12		182		142		186		190		151		177		178		169		19	

(*Continued*)

Months.	Hour a which Sun rises and sets.	Collisions between a Steam Vessel and a Sailing Vessel. Steam Vessel under Way and Sailing Vessel at Anchor.																				Sailing Vessel under Way and Steam Vessel at Anch																					
		1859.		1860.		1861.		1862.		1863.		1864.		1865.		1866.		1867.		1868.		1859.		1860.		1861.		1862.		1863.		1864.		1865.		1866.		18	
		Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.
January -	{8.8 / 4.0}	–	1	–	2	–	1	–	2	–	–	1	2	–	1	–	1	–	2	–	2	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	1	–	
February -	{7.42 / 4.46}	–	1	–	–	–	1	–	1	–	4	2	–	1	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	
March -	{6.48 / 5.39}	–	–	–	–	–	–	1	–	–	–	1	1	–	1	1	–	–	1	1	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
April -	{5.36 / 6.33}	–	–	1	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	1	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	
May -	{4.33 / 7.22}	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	1	–	–	
June -	{3.52 / 8.5}	1	–	–	1	–	–	–	–	–	–	–	–	1	1	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
July -	{3.50 / 8.17}	–	–	–	–	–	–	–	–	–	–	1	1	1	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	–	–	–	–	
August -	{4.26 / 7.45}	–	–	1	1	–	–	1	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
September -	{5.15 / 6.44}	–	–	1	–	–	3	–	–	–	1	–	1	–	–	–	1	–	–	1	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
October -	{6.2 / 5.36}	–	2	–	–	–	2	–	1	–	–	1	–	–	–	–	1	1	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
November -	{6.56 / 4.31}	–	1	1	1	1	1	–	–	–	–	–	1	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	1	–	–	1	–	–	–	–	
December -	{7.45 / 3.52}	–	1	–	1	–	1	–	–		–	–	1	–	2	–	–	–	1	1	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
		1	6	4	6	1	9	2	4	–	5	6	9	3	6	1	6	1	6	3	7	–	4	–	–	–	1	–	–	1	1	–	1	1	1	–	4	–	
		7		10		10		6		5		15		9		7		7		10		4		–		1		–		2		1		2		4			

* During the 19 years ending 1868, only one case of collision has occurred between two Steam

distinguishing Collisions by Day from Collisions by Night, and further distinguishing Collisions with One Vessel at Anchor and the other under Way.

One under Way and One at Anchor.																Collisions between a Steam Vessel and a Sailing Vessel. Both under Way.																	
.	1861.		1862.		1863.		1864.		1865.		1866.		1867.		1868.	1859.		1860.		1861.		1862.		1863.		1864.		1865.		1866.		1867.		1868.	
Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.
8	2	5	1	–	7	9	2	7	–	4	8	9	7	10	2	10	2	6	–	4	–	3	2	5	–	5	2	3	2	1	–	11	1	9	1	5
4	2	2	2	1	1	2	3	1	6	10	5	11	2	4	3	4	1	7	–	5	1	–	2	3	2	4	3	4	3	1	1	4	–	4	1	4
–	4	3	–	2	2	1	–	4	–	–	1	2	9	3	2	3	–	8	1	1	–	4	1	2	–	1	–	–	2	1	1	4	–	5	1	2
1	–	1	–	–	–	2	1	3	–	2	–	1	5	1	2	3	1	1	1	4	–	3	1	1	1	4	–	3	–	2	–	4	2	2	2	8
1	3	1	1	1	2	1	1	1	–	–	–	–	–	1	1	2	1	–	1	–	–	1	–	2	–	1	–	4	2	1	–	3	1	2	–	1
1	–	–	–	–	1	1	1	1	3	–	–	1	1	–	1	1	–	–	–	–	1	1	–	1	–	–	1	6	–	1	4	1	4	1	2	1
–	–	–	–	–	–	–	1	–	1	–	–	1	–	1	–	–	2	3	4	1	–	3	–	4	1	–	–	1	2	1	2	3	–	2	4	–
3	1	3	1	–	1	3	3	2	1	–	1	2	–	1	1	2	–	2	5	1	–	1	1	1	3	1	2	5	3	4	–	3	–	3	1	2
–	1	6	1	–	1	3	1	2	–	–	6	5	1	4	1	1	1	3	1	3	–	4	3	2	2	6	1	–	3	5	1	5	2	6	1	1
3	–	3	3	5	–	5	3	3	4	2	1	5	5	5	4	4	1	6	1	3	–	3	–	6	–	1	–	7	1	1	2	6	2	7	1	9
3	6	12	4	4	2	4	–	3	7	3	3	15	1	5	2	2	–	5	1	5	3	5	1	3	1	4	2	4	–	5	1	1	2	6	1	1
5	3	4	3	3	5	8	–	15	1	6	2	6	2	5	–	6	1	5	–	3	–	4	–	5	2	4	1	8	1	12	3	9	1	5	–	10
29	22	40	16	16	22	39	16	42	23	27	27	58	33	40	19	38	10	46	15	30	5	32	11	35	12	31	12	45	19	35	15	54	15	52	15	44
	62		32		61		58		50		85		73		57	56		45		37		46		43		57		54		69		67		59	

(nued)

Vessels breaking from Anchors or Moorings, and coming into collision.																Total in each Year.																Gross Total.	
).	1861.		1862.		1863.		1864.		1865.		1866.		1867.		1868.	1859.		1860.		1861.		1862.		1863.		1864.		1865.		1866.		1867.		1868.		
Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.
7	–	3	–	2	4	11	–	1	2	9	11	20	9	14	1	5	7	30	5	33	5	33	4	30	14	41	11	31	6	30	26	67	21	60	8	29	107	384
2	1	3	–	1	–	–	1	1	1	3	6	8	1	7	2	6	18	48	12	23	9	27	8	22	9	22	14	23	24	29	14	39	6	30	9	28	123	291
1	1	–	–	–	–	–	2	4	2	4	1	2	3	4	2	3	10	31	8	10	6	22	5	16	5	10	8	22	11	25	13	19	21	27	12	32	99	214
2	1	–	–	–	–	–	–	–	–	–	–	–	2	2	–	3	9	15	6	10	10	15	2	16	5	12	1	15	–	13	2	15	10	20	10	29	55	160
–	–	–	–	–	1	–	–	–	–	–	2	1	1	1	–	–	3	4	12	8	7	7	3	9	9	5	2	12	4	7	4	10	3	13	2	5	49	80
–	1	–	2	1	–	–	–	–	–	–	1	2	–	–	–	–	7	2	5	10	3	1	6	11	2	3	8	8	5	3	9	7	9	4	7	9	61	58
–	–	–	–	–	–	–	–	–	–	2	–	1	–	–	–	–	3	7	7	3	3	5	13	6	1	6	9	11	10	6	13	4	3	6	4	57	71
3	1	2	–	–	–	–	–	–	–	–	–	–	–	2	2	7	6	16	12	7	18	6	8	13	9	7	18	6	20	4	14	1	10	6	19	73	134
2	–	3	–	–	3	2	–	–	1	–	5	3	–	1	–	1	10	16	4	17	1	21	7	14	10	21	6	13	7	14	18	25	5	22	7	14	75	177
1	1	–	7	17	4	6	–	7	2	2	–	–	2	1	–	–	5	42	3	21	4	18	15	50	12	24	8	36	12	19	4	22	17	31	17	26	97	289
9	1	2	5	1	4	6	8	6	10	2	1	5	–	3	3	5	10	27	13	37	20	43	18	21	9	29	12	25	22	26	13	38	9	39	9	29	135	314
–	1	3	5	12	11	14	–	4	–	9	1	7	3	5	4	9	3	29	3	20	5	30	12	37	21	39	5	51	6	44	8	32	11	38	6	56	80	376
27	8	16	19	34	27	39	11	23	18	31	28	49	21	38	14	34	92	257	91	204	80	243	91	247	115	216	88	263	114	240	121	301	117	207	99	280	1,011	2,548
2	24		53		66		34		49		77		59		48	349		298		323		338		331		351		354		422		414		379	3,559	

Way and the other at Anchor. That occurred in daylight in the month of October 1857.

Table 20. List of SANDS and ROCKS upon which Vessels were Stranded during the Ten Years 1859 to 1868 inclusive.

Name of Rock or Sand.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
Aberfraw Bank, Anglesea	–	–	1	–	–	–	–	–	–	–
Abertay Sand, Forfarshire	1	–	2	1	–	1	–	1	–	–
Ailsa Craig, Ayrshire	–	–	1	–	–	–	–	–	3	–
Airds Bank, Dumfries	–	1	–	–	–	–	–	–	–	–
Alton Rocks, near Aberdeen	–	–	–	–	–	–	–	–	1	–
Andrews Sand, Harwich	–	–	–	–	1	–	–	–	–	–
Annat Bank, River Esk	–	1	–	–	1	–	–	3	–	1
Arklow Bank, off Wicklow	2	4	–	2	2	3	3	3	1	1
Arranman's Barrels, Argyleshire	1	1	1	1	–	–	–	–	–	1
Baggey Leap, Bárnstaple Bay	–	–	–	–	–	1	1	–	–	–
Bagreen Ridge, Lough Swilly	–	–	–	–	–	–	–	–	–	1
Bahama Bank, Isle of Man	2	–	–	–	–	–	–	–	–	–
Ballyconnel Rocks, Donegal	–	–	–	–	–	–	1	–	–	–
Ballycotton Island	–	–	–	–	–	–	1	–	–	–
Bally-mac-cotter Rocks, Cork	–	–	–	–	–	–	1	–	–	–
Balmerena Bank, Tay	–	–	–	–	–	–	1	–	–	–
Banchie Reef, near Arisaig, Invernessshire.	–	–	–	–	–	–	–	1	–	–
Banks Rocks, Isle of Man	–	1	–	–	–	–	–	–	–	–
Barber Sand, Norfolk	1	6	1	4	1	3	4	5	3	4
Barges Rock, near Millish, Co. Down	–	–	–	–	–	–	–	–	1	–
Bar Flat, Lynn Deeps	–	1	–	–	–	–	–	–	–	–
Barn Scar, Cumberland	–	–	1	–	–	–	–	–	–	–
Barnard Sand, off Kessingland	–	–	1	2	3	–	–	4	8	1
Barnard Wharf Sand, Fleetwood	–	3	1	2	–	1	1	–	–	–
Barnaugh Island, county Mayo	–	1	–	–	–	–	–	–	–	–
Barnhourie Bank, Kirkcudbrightshire	–	–	–	–	–	–	–	1	–	1
Barrels Rocks, off Carnsore Point	–	–	–	–	–	1	–	–	–	–
Barrow Sand, Essex	1	1	1	6	2	3	2	1	–	–
Barry Sand, Forfarshire	–	1	–	–	–	–	–	–	–	–
Barry Island, Glamorganshire	1	–	–	–	–	–	–	1	–	1
Battery Rocks, *see* Tynemouth Rocks	–	–	–	–	–	–	–	–	–	–
Bawdsey Sand, Suffolk	–	–	–	–	–	–	–	1	–	–
Bay Sand, Wisbeach	–	–	1	–	–	–	–	–	–	–
Beach End Sand, Harwich	–	–	–	–	–	–	–	1	–	1
Beacon Rocks, Leith	–	–	–	1	–	–	–	–	–	–
Beacon Rock, Hartlepool	–	–	1	–	–	–	–	–	–	–
Beasts of Holm, Stornoway	–	–	1	–	–	–	–	–	–	–
Beggars Patch, Cheshire	–	–	–	–	1	–	–	–	–	–
Beimar Rock, Fifeshire	–	–	–	1	1	1	–	–	–	1
Belhaven Rocks, Haddingtonshire	–	1	–	–	–	–	1	–	–	–
Bembridge Ledge, Isle of Wight	–	–	–	–	1	–	1	1	–	1
Bendrick Rock, Ilfracombe	–	1	–	–	–	–	–	–	–	–
Bennets Bank, Dublin Bay	–	–	1	–	–	–	–	–	–	–
Berrow Bay Sands, Somerset	–	–	1	–	–	–	–	–	–	–
Bink Sand, off Wells	1	–	–	–	–	–	–	–	–	–
Bird or Burial Island, off Cloghey, Co. Down.	–	–	–	–	–	–	–	1	–	–
Birnie Rock, Fraserburgh	–	–	–	–	–	–	1	–	–	–
Black Shore Sand, Norfolk	–	1	–	–	–	–	–	–	–	–
Black Head, near Lizard	–	–	–	–	–	1	1	–	–	–
Black Horse Rock, Crookhaven	–	1	–	–	–	–	–	–	–	–
Black Island, Co. Down	–	–	–	–	–	–	–	–	–	1
Black Middens, *see* Tynemouth Rocks	–	–	–	–	–	–	–	–	–	–
Black Rock Sand, Louth	–	–	–	1	–	–	–	–	–	–
Black Rock, Ayrshire	–	1	–	–	–	–	2	–	–	–
Black Rock, Falmouth	–	–	–	1	–	–	–	–	–	–
Black Rock, Dundalk Bay	1	–	–	–	–	–	–	–	–	–
Black Rock, Wick	–	–	–	1	–	–	–	–	–	–
Black Rock, Campbeltown	–	1	–	–	–	–	–	–	–	1
Black Rock, Galway	1	–	–	–	1	–	–	–	–	–
Black Rock, Leith	1	–	–	–	–	–	–	–	–	–
Black Rock, Sound of Islay	–	1	–	–	1	1	–	–	–	–
Black Rock, near Fifeness	1	–	–	–	–	–	–	–	–	–
Black Rock, off Youghal	–	–	–	–	–	1	1	–	–	–
Black Tail Spit, Essex	–	2	–	1	1	–	–	–	–	2
Blackhall Rocks, Durham	1	1	1	–	–	–	–	–	–	–
Blackwater Bank, Wexford	2	3	3	1	–	–	4	2	–	1
Blakeney Sands, Norfolk	3	–	2	6	4	5	2	–	1	2
Blasquet Rocks, county Kerry	–	1	–	–	–	1	–	–	–	–
Blind Rock, Co. Donegal	–	–	–	–	–	–	–	–	–	1
Block House Rocks, Carlingford Lough	–	–	–	–	–	–	–	–	1	–
Boarhills Rocks, St. Andrews	–	–	–	–	–	–	1	–	–	–
Boase Rocks, Cornwall	–	–	–	1	–	–	–	–	–	–
Boich Head Rocks, Fraserburgh	–	2	–	–	–	–	–	–	–	–

Name of Rock or Sand.	1859.	1860.	1861.	1862.	1863.	1864.	1865.
Bondcar Buss Rock, Hauxley, Northumberland.	–	–	–	1	–	–	1
Boulder Bank, Sussex	1	1	–	1	1	–	–
Boulmer Steel, Northumberland	–	2	2	2	–	1	–
Boyndie Sands, near Banff	–	–	–	–	–	–	–
Brake Sand, Kent	1	–	–	1	–	1	3
Bran Sand, River Tees	–	7	1	–	1	–	–
Braunton Sands, Devon	2	–	–	1	1	–	–
Brazil Bank, Liverpool	1	–	2	1	1	–	1
Breaksea Sand, Glamorganshire	–	–	2	1	–	2	1
Brethren Rocks, Lerwick	1	–	–	–	–	–	–
Bricanes Point, Wexford	–	–	–	–	1	–	–
Bridge Rocks, near Sennens Cove, Cornwall.	–	–	–	–	–	–	–
Briggs Reef, Groomsport, county Down.	–	1	2	–	–	–	–
Briggs Rocks, Fifeshire	–	–	1	–	–	–	–
Briggs Rocks, near Inchkeith	–	–	–	–	1	–	–
Brig Head Rocks, Northumberland	–	–	–	–	–	–	–
Brisson's Rocks, Cornwall	–	–	–	–	–	–	–
Brist Rock, near Girvan	1	–	1	1	–	–	–
Broad Carr Rocks, off Cresswell, Northumberland.	–	1	–	–	–	–	–
Broad Sand, Howth	–	–	–	–	–	–	–
Broadhaven Sands, Pembroke	–	–	–	–	–	–	–
Broken Bank, county Donegal	–	–	–	–	–	1	–
Brys Rock, Belfast Lough	–	1	–	–	–	–	–
Buck Rock, Cornwall	–	1	–	–	–	–	–
Bungar Bank, Sligo	1	–	–	–	–	–	–
Burnet Wharf, Fleetwood	–	1	–	–	–	–	–
Burbo Bank, River Mersey	1	1	2	–	6	2	1
Burcum Sand, River Humber	1	–	1	–	–	–	–
Burnham Flat, Norfolk	2	–	–	–	–	1	1
Burn Stool Rocks, St. Andrew's Bay	–	–	–	–	–	–	–
Burnt Island, Argyleshire	–	–	–	–	–	–	–
Burr Island, county Down	–	–	–	–	–	2	–
Burrows Sand, Essex	–	–	–	–	–	–	–
Burrows Sand, Swansea	1	–	–	–	–	–	–
Bush Rocks, Burntisland	–	–	–	–	–	–	–
Bus or Bush Rocks, Frazerburgh Harbour.	–	–	–	–	–	1	–
Butter Lump Rock, county Down	1	–	–	–	–	1	–
Buxey Sand, Essex	–	–	–	–	2	–	–
Cairnbulg Briggs, Frazerburgh	–	–	–	1	–	–	3
Caistor Shoal, Norfolk	1	1	–	–	3	–	–
Calf Island, Sound of Mull	–	–	–	–	–	–	1
Cant Sand, Essex	1	–	–	–	–	–	–
Cannon Rock, county Down	–	–	3	3	1	–	2
Carig y Llong Rock, Anglesea	–	–	–	–	–	1	–
Cardiff Sands, Glamorganshire	2	–	–	–	–	–	–
Carregonen Island, Pembroke	–	–	–	–	–	–	1
Carrickassan Rocks, Cork	–	–	–	–	–	–	1
Carrig Rocks, Greenore Point, county Wexford.	–	1	1	–	–	–	–
Carrig Rocks, Bearhaven	1	–	–	–	–	–	–
Carrig Rocks, Isle of Man	1	–	–	–	1	–	–
Castellcock Rocks, Pembrokeshire	–	1	–	–	–	–	–
Cefn Sedan Sands, Carmarthen	2	–	–	–	–	–	–
Cheese Rock, Menai Straits	–	1	–	–	–	–	–
Cherry Stone Rock, off Mumbles Head	–	–	–	–	–	1	–
Chesil Beach, Dorset	1	1	–	–	1	–	–
Children's Rock, Cornwall	–	–	–	–	2	–	–
Chit Rock, Sidmouth	–	–	1	–	–	–	–
Clachlan Rock, Isle of Arran	1	–	–	–	–	–	–
Clare Island, county Mayo	1	–	–	–	–	–	–
Clarks Wharf Sand, Morecambe Bay	1	–	–	–	–	–	–
Cleat Rock, Hoy Sound, Galway	1	–	–	–	–	–	–
Cleeness Sands, Lincolnshire	–	1	1	–	1	–	–
Clestrain Skerries, near Stromness	–	1	–	–	–	–	–
Clipera Rocks, Holyhead Bay	–	–	–	–	–	–	–
Clonchan Rocks, Whitehead, county Antrim.	–	1	–	–	–	–	–
Coal Rock, Anglesea	–	–	–	1	–	–	–
Coatham Sand, Yorkshire	–	–	–	–	–	–	–
Coberon Rock, near Broadstairs	–	–	1	–	–	–	–

Table 20—*continued.*

ne of Rock or Sand.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
f, Plymouth Sound	–	–	–	–	–	1	–	–	–	–
nds, county Down	–	–	–	–	–	–	1	–	–	–
d, Norfolk	3	1	1	1	–	–	2	2	1	2
nk, Wicklow	–	–	–	–	–	–	1	–	–	–
n Sands, Berwickshire	–	–	–	–	–	1	1	–	–	–
Bank, Whitstable	–	–	1	1	–	–	–	–	–	–
, Argyleshire	–	1	1	–	1	–	–	–	–	1
n Rocks, Cork	–	–	–	1	–	–	–	–	–	–
Reef, county Clare	–	1	–	–	–	–	–	–	–	–
ocks, Douglas	–	–	–	1	1	–	–	–	–	1
Rock, Coast of Ireland	–	–	–	–	–	1	–	–	–	–
cks, Bristol Channel	–	–	1	–	–	–	1	–	–	–
Bank, Abergela Bay, Den-	–	–	–	–	–	–	–	–	1	–
ks, Start Bay	1	–	–	–	–	–	–	–	–	–
slands, county Down	1	–	–	–	–	–	1	–	3	–
nd, Northumberland	–	–	–	–	–	–	–	–	–	1
Essex	1	1	–	–	–	1	–	–	–	1
r Sands, Caermarthen	–	–	–	–	–	–	1	–	–	–
d, Suffolk	3	2	3	6	1	6	4	4	8	3
erries, Morayshire	–	–	–	–	–	2	–	–	–	–
alf Rocks, Dundrum Bay	1	–	1	–	–	–	–	–	–	–
hine, Isle of Wight	–	–	–	1	–	–	–	–	–	–
l, county Clare	1	–	–	–	–	–	–	–	–	–
, Isle of Wight	1	–	–	–	–	–	1	–	–	–
k, Ballywalter, county	–	–	1	–	–	1	–	–	–	–
d, near Mull, Argyleshire	–	–	–	1	–	–	–	–	–	–
sland, Frith of Forth	1	–	–	–	–	–	–	–	–	–
Rock, Hartlepool	1	–	–	–	–	–	–	–	–	–
, Yarmouth	1	–	6	4	8	12	1	7	2	2
, Pembrokeshire	–	–	–	1	–	–	1	–	–	–
ds, N. Devon	–	–	–	1	–	–	–	–	–	–
r, near Peterhead	–	–	–	1	–	–	–	–	–	–
ock, Dornoch Frith	–	–	–	–	–	1	–	–	–	–
Bank, Sligo	1	–	–	–	–	–	–	–	–	–
use Rock, Limerick	–	–	–	1	–	–	–	–	–	–
l, Suffolk	–	–	–	2	–	2	–	2	–	1
Rocks, Carnarvon Bay	–	–	–	1	–	2	–	–	–	1
nds, Lynn Deeps	1	–	–	–	–	–	–	–	–	–
k, Cork	–	–	–	–	–	2	–	2	–	1
Island, Black Sod Bay,	–	–	–	–	–	–	–	–	1	–
ck, Donaghadee	–	–	–	–	–	–	–	–	1	–
d, Campbeltown	–	–	–	–	–	1	–	–	1	1
s, Anglesea	–	–	–	–	–	–	–	–	1	–
nds, Haddingtonshire	–	–	1	–	–	–	–	–	–	–
nd, Lincolnshire	–	–	–	–	–	1	–	–	–	–
Sands, Skegness	–	–	1	–	–	–	1	–	1	–
nk, Wexford	–	–	2	–	–	1	–	1	–	–
nd, Co. Donegal	–	–	–	–	–	–	–	–	–	1
nd, Lincolnshire	–	–	1	1	–	–	–	–	–	–
nd, Plymouth	–	–	1	–	–	–	–	–	–	–
Spit, Sligo	–	–	–	–	–	–	1	–	–	–
, Firth of Forth	–	–	–	–	–	–	–	1	–	–
nk, off Fleetwood	–	–	1	–	–	–	–	1	–	1
and, Norfolk	–	–	2	–	–	–	–	–	–	–
d, Anglesey	–	–	1	–	–	1	2	–	–	1
nds, River Parrett	–	–	–	–	–	1	–	–	–	–
nds, Caithness	–	1	1	–	–	–	–	–	–	–
ank, near Whitehaven	–	–	–	–	–	–	1	–	–	–
nd, county Cork	–	–	–	–	1	–	–	–	–	–
s Bank, Anglesea	–	–	–	1	–	–	–	1	–	–	1
, Ardrossan	–	–	–	–	1	–	–	–	–	–	–
Island, Orkneys	–	1	–	–	–	–	–	–	–	–	–
Rocks, Banff	–	–	–	–	–	–	–	1	–	–	–
Bank, Hants	–	–	–	–	–	1	–	–	–	–	1
near the Eddystone	–	–	–	–	–	1	–	–	–	–	–
er, off Hayling	–	–	–	–	–	–	1	–	–	–	–
near Porthglais	–	–	–	–	–	–	1	–	–	–	–
Rock	–	–	–	–	–	–	–	–	–	1	–
k, River Tay	–	–	–	1	–	1	–	–	–	–	–
ands, Hebrides	–	1	1	–	–	–	–	–	–	–	–
h Rock, near Berwick	–	–	–	–	1	–	1	–	–	–	–
, Northumberland	–	–	–	–	–	–	–	–	1	–	1
	–	–	–	–	–	–	–	–	–	–	1

Name of Rock or Sand.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
Fastnet Rock, county Cork	–	1	–	–	–	–	–	–	–	–
Feemish Rock, near Arran Island, county Galway.	–	–	–	–	–	–	–	1	–	–
Fern Islands, Northumberland	1	1	1	–	1	2	3	–	–	1
Ferrier Sand, Lynn Deeps	–	–	1	–	–	–	–	–	–	–
Ffridien Rock, Anglesea	–	–	–	–	–	–	–	–	1	–
Filey Brig, Yorkshire	2	3	–	–	2	1	1	1	–	–
Filly Tail Rock, near Kettleness, Yorkshire.	–	–	–	–	1	–	–	–	–	–
Filskirt Rock, Co. Waterford	–	–	–	–	–	–	–	–	1	–
Finnis Rock, Isle of Arran, Galway	1	–	–	–	–	–	–	–	–	–
Flimston Head Rocks, Pembroke-shire.	–	–	1	–	–	–	–	–	–	–
Foreland Ledge, Isle of Wight	–	–	–	–	1	–	–	–	–	–
Foreness Rock, North Foreland	–	–	–	2	–	2	1	–	–	–
Formby Spit, Lancashire	–	–	–	–	3	–	–	–	–	–
Foveran Sands, near Newburgh, Aberdeenshire.	–	–	1	–	–	–	–	–	–	–
Fowler Rock, Dundee	–	–	–	–	–	–	–	–	1	–
Freshwater Ledge, Dorset	–	–	1	–	–	–	–	–	–	–
Frodda Island, Skye	–	–	–	–	–	1	–	–	–	–
Funical Rock, near Whitby	–	–	–	–	1	–	–	–	–	–
Fury Bank, Glamorgan	–	–	–	–	–	1	–	–	–	–
Gaa Sand, River Tay	–	–	–	3	–	–	–	1	–	–
Gabbard Sand, off Harwich	–	1	–	–	–	–	–	–	1	–
Gair Reef, near Aberayron	–	–	–	–	–	–	1	–	–	–
Galloper Sand, at mouth of River Thames.	1	–	–	2	1	–	2	–	1	2
Gare Sand, River Tees	–	–	–	–	–	–	–	–	–	1
Garvin Island, county Donegal	–	1	–	–	–	–	–	–	1	–
Gigha Island, Argyleshire	1	1	–	1	–	–	–	–	–	–
Girdle Rocks, Kincardineshire	–	–	–	–	–	1	–	–	–	–
Girdler Sand, River Thames	–	1	2	1	3	2	–	1	–	3
Glasgorman Bank, Wexford	–	–	–	1	–	–	1	–	–	–
Glass Island, near Crinan	–	–	–	1	–	–	1	–	–	–
Glunimore Island, Argyleshire	–	1	–	–	–	–	–	–	–	–
Goat Island, Stornoway	–	–	–	1	–	–	–	–	–	–
Gold Island, Donegal	–	–	–	–	1	–	–	–	–	–
Goldstone Rock, near Holy Island, Durham.	–	1	–	–	4	–	–	1	–	1
Goodwick Sands, Pembroke	–	–	–	–	1	–	–	–	2	–
Goodwin Sands, Kent	7	9	11	6	12	5	7	15	14	4
Goose Rock, entrance to Needles	–	–	–	–	–	–	–	–	–	1
Goose Rock, Padstow	–	–	–	–	1	–	–	–	–	–
Gore Sand, Kent	–	–	–	1	–	–	–	–	–	–
Gore Sand, near Burnham, Somerset	–	–	–	–	–	–	–	–	1	1
Goswick Sand, Berwickshire	1	–	–	–	–	–	–	–	2	1
Governor Rock, Falmouth	–	–	–	–	–	–	1	–	–	–
Grassholm Island	–	–	–	–	–	–	–	–	1	–
Gravel Patch, Somerset	1	–	–	1	–	–	–	–	–	–
Green Island, Belfast Lough	1	–	–	–	–	–	–	–	–	–
Greenland Rocks, Isle of Lewis	–	–	–	–	–	–	–	–	–	1
Greenway Rocks, Padstow	–	–	–	–	–	–	–	–	1	1
Gunfleet Sand, at mouth of River Thames.	1	7	3	10	5	11	7	12	3	10
Gurran's Rocks, Galway Bay	–	–	–	–	–	–	–	–	1	–
Gwinnie Rock, near Deadman Point, Cornwall.	–	–	–	–	–	1	–	–	–	–
Hadston Rocks, Northumberland	–	1	–	–	–	–	–	–	–	–
Haddock Bank, Cromer	–	–	–	–	–	1	–	–	–	–
Hadsonscar Rock, off Hauxley	–	–	–	–	–	1	–	–	–	–
Hammonds Knoll, Norfolk	–	–	1	–	–	–	1	–	–	–
Harry Furlong's Rocks, Anglesea	1	–	1	–	–	–	–	–	1	–
Harvey Rock, Fifeshire	–	–	1	–	–	–	–	–	–	–
Hasborough Sand, Norfolk	10	6	7	8	3	10	13	10	15	9
Hats and Barrels Rocks, Pembrokeshire	–	–	–	–	–	–	1	–	1	–
Hauxley Rocks, Northumberland	–	1	–	–	–	–	–	–	–	–
Hayling Island, Hampshire	–	1	–	–	1	–	–	–	–	–
Heaps Sand, Essex	1	1	–	–	2	–	–	–	–	–
Heisker Island, North Uist	–	–	–	1	1	–	–	–	–	–
Helwick Sand, Glamorganshire	–	–	–	–	1	–	–	–	–	–
Helesay Sand, Hebrides	–	–	–	1	–	–	–	–	–	–
Hendon Rock, Durham	2	–	–	2	–	–	–	–	–	–
Hepburn Shoal, *see* Tynemouth Rocks	–	–	–	–	–	–	–	–	–	–
Herd Sand, Durham	4	5	4	2	–	3	3	1	1	–
Herriot Rock, off Inchkeith	–	–	–	–	–	1	–	1	1	–
Hettyhunter Rocks, Carlingford	–	–	–	–	–	–	–	1	–	–
High Cliff Bank, near Tenby	–	–	–	–	–	–	–	1	–	–
Highland Rocks, near the Maidens, county Antrim.	–	–	–	–	–	–	–	1	–	–

Table 20—*continued.*

Name of Rock or Sand.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
Holm Mouse Rock, near Stornoway	–	–	–	–	–	–	–	–	1	–
Holm Sand, Suffolk	12	4	2	2	3	2	2	2	2	3
Holmes Sand, Bristol Channel	1	1	1	1	–	–	–	–	–	1
Holy Island, Durham	4	6	2	1	1	2	3	1	6	10
Holy Island, Buteshire	–	1	1	1	2	–	1	1	2	–
Home Head Sand, Stamford Channel	–	–	–	–	–	1	–	–	–	–
Hook Sand, Poole	1	1	–	–	–	1	–	2	2	2
Hooper Sand, off Pembrey	–	–	–	2	–	–	–	–	–	1
Horn Back Rocks, Peterhead	–	–	–	–	–	–	–	1	–	–
Horse Bank, Southport	2	1	–	2	–	2	–	–	1	1
Horse Island, county Cork	–	–	–	1	–	–	–	–	–	–
Horse Island, Sligo Bay	–	–	–	–	–	–	–	–	1	–
Horse Rock, Yorkshire	–	–	–	–	–	–	–	–	–	1
Horse Rock, Pembrokeshire	–	1	–	–	–	–	–	–	–	–
Horse Sand, Spithead	–	–	–	–	–	1	–	–	–	–
Horse Shoe Island, Ayrshire	–	–	1	1	–	–	–	–	–	–
Hoyle, East and West, Sands, River Mersey.	1	1	1	2	–	–	–	1	–	5
Hugo Bank, Porthcawl	–	–	–	–	–	–	–	–	1	–
Hull Sand, Lynn	–	–	–	–	–	–	–	1	–	–
Huttoft Bank, Lincolnshire	–	–	2	–	–	–	–	–	–	–
Hynd Rocks, Co. Fife	–	–	–	–	–	–	–	–	–	1
Inchcolm Island, Co. Fife	–	–	–	–	–	–	–	1	–	–
Inch Island, Dingle Bay	–	–	1	–	1	–	–	–	–	–
Inch Rock, Frazerburgh	–	–	1	–	–	–	–	–	–	–
Inches Rock, near Ardrossan	–	–	–	1	–	–	–	–	–	–
Inchkeith, Frith of Forth	3	–	–	–	–	–	1	–	–	–
India Bank, Wicklow	–	–	–	–	1	1	–	–	–	–
Innis Point, near Blackhalls, Durham	–	3	–	–	–	–	–	–	–	–
Innisbofin Island, county Donegal	1	1	–	2	1	–	–	–	–	–
Innisbofin Island, county Galway	–	–	–	–	1	–	–	1	–	–
Inniscoo Island, county Donegal	–	–	–	–	–	–	–	–	–	1
Innisgort Island, county Mayo	–	–	–	1	–	–	–	1	–	–
Innislyre Island, county Mayo	–	1	–	–	–	–	–	–	–	–
Innismakeera Island, county Donegal	–	1	–	–	–	–	–	–	–	–
Innismurray Island, county Sligo	–	–	–	1	–	–	–	–	1	–
Innisknee Island, Galway	–	–	–	–	–	–	–	–	1	–
Isle of May, Frith of Forth	–	–	–	1	–	–	–	–	–	–
Jordan Flats, Lancashire	–	–	–	1	–	1	–	1	1	–
Keldes Steel, Sandsend	–	–	–	–	–	–	–	–	–	1
Kenfig Sand, Glamorganshire	1	–	1	–	–	–	1	–	–	–
Kentish Knock, Essex	3	4	3	10	2	4	5	8	2	4
Kerrara Island, near Oban	–	–	–	–	–	–	–	–	1	–
Kettleness Steel, Yorkshire	–	–	–	–	–	1	–	–	–	1
Kimmeridge Ledge, Dorset	–	–	2	–	–	–	–	–	1	1
Kincardine Rock	–	–	–	–	–	–	1	–	–	–
Kings Sons Rocks, Ross-shire	–	–	1	–	–	–	–	–	–	–
King William's Bank, Isle of Man	–	–	–	–	1	–	–	–	–	–
Kinmining Rocks, Fifeness	–	–	–	–	–	1	–	–	–	–
Kirkdale Bank	–	–	–	–	–	–	1	–	–	–
Kish Bank, Dublin	–	1	1	3	–	1	–	1	2	–
Knott, Lancashire	–	–	–	–	1	–	–	–	–	–
Lady Island, Troon	1	–	–	–	–	–	–	1	–	1
Law and Dove Cot Reef, near Dunbar, Haddingtonshire.	–	–	1	–	–	–	–	–	–	–
Leigh Middle Sand, Essex	–	–	–	–	1	–	–	–	–	–
Lelant Sands, near Hayle, Cornwall	–	–	–	–	–	–	–	1	–	–
Leman and Ower Sand, off Norfolk	1	2	3	2	3	4	3	3	4	–
Leven Sands, Menai Straits	1	–	–	–	–	–	–	–	–	–
Line Sands, near Newbiggin	–	–	–	–	–	–	–	1	–	–
Lingay Island, Barra Sound	–	–	–	–	–	1	–	–	–	–
Lings, off Kilmore, Wexford	1	–	–	–	–	–	–	–	–	–
Loather Rock, Pentland Frith	–	–	–	1	–	–	–	–	1	–
Loch na Gaul, Arisaig, Inverness	–	–	–	–	–	1	–	–	–	–
Long Banks, Wexford	–	–	–	2	–	2	–	2	1	3
Long Craig Rocks, Ardrossan	–	–	–	–	–	1	–	–	–	–
Long Craig Rocks, Rattray Head	–	–	1	–	–	–	–	–	–	–
Long Pladdy, near South Rock, county Down.	–	–	–	1	–	–	–	–	–	–
Long Rock, Ballywalter	–	1	1	1	–	1	–	1	1	1
Long Rock, Cork	–	–	–	–	–	–	1	–	–	1
Long Rocks, Penzance	–	–	–	–	–	–	–	–	2	–

Name of Rock or Sand.	1859.	1860.	1861.	1862.	1863.	1864.	1865.
Long Sand, Essex	8	8	8	17	10	12	5
Long Sand, Lynn Well	–	–	–	–	1	–	–
Long Scawr, Durham	1	–	3	–	–	1	–
Longnose Rocks, Kent	–	–	–	–	–	1	2
Longships Rocks, Cornwall	–	–	–	2	1	1	–
Lossie Sands, near Lossiemouth	–	–	–	–	–	1	–
Lowestoft Inner Shoal, Suffolk	–	1	1	–	–	–	–
Lucifer Bank, Wexford	–	–	–	1	–	–	–
Luinga Island, near Arisaig, Inverness	–	–	–	–	–	1	–
Lunan Sands, Montrose	–	1	–	–	–	–	–
Mablethorpe Sands, Lincolnshire	–	–	1	–	–	1	–
Mackintosh Rock, Frith of Forth	–	–	–	1	–	–	–
Mad Wharf, Formby	–	–	–	–	1	–	–
Maen Meet Rock, off Bardsey Island	–	–	–	–	–	1	–
Magee Island, Lough Larne	1	–	–	–	–	–	–
Maiden Rocks, county Antrim	1	–	–	–	–	–	–
Maiden Rocks, Pembrokeshire	–	–	–	–	–	1	–
Manacles Rocks, Cornwall	–	–	3	1	1	–	1
Mantle Rock, Galway Bay	–	–	–	–	–	–	–
Maplin Sand, Essex	4	1	2	1	1	1	1
Margate Sands, Kent	–	–	2	–	1	1	–
Marsden Rock, Shields	–	–	–	–	–	–	1
Masons Island, Galway	–	–	1	–	–	–	–
Matchcombe Sands, near Start Point	–	–	1	–	–	–	–
Metal Man Rocks, Oyster Island, county Sligo.	–	–	–	1	–	–	–
Mew Island, county Down	–	2	2	–	–	–	1
Middle Patch Sand, Ayrshire	–	–	–	–	1	–	–
Middle Ridge, Devon	–	–	–	–	–	–	–
Middle Sand, River Humber	1	2	1	1	–	–	1
Middle Sand, Essex	–	2	2	–	–	–	–
Middleton Sands, near Hartlepool, Durham.	2	3	17	1	–	–	–
Milan's Children's Rocks	–	–	–	1	–	–	–
Milton Island	–	–	–	1	–	–	–
Mixen Rock, Sussex	–	–	–	–	–	–	–
Mixon Shoal, Glamorganshire	–	–	1	–	–	–	–
Mizen Head Rocks	–	–	–	–	–	–	1
Mole Rocks, Dover	–	–	–	–	–	–	–
Monster Sand, Exmouth	–	–	–	–	–	1	–
Morgan Sands, Glamorganshire	–	1	–	–	–	–	–
Morrison's Rocks, County Down	–	–	1	–	–	–	–
Morte Stones, North Devon	–	–	–	–	2	1	–
Mount Batten Reef	–	–	–	1	–	–	–
Mouse Sand, at mouth of River Thames.	1	–	–	–	1	–	–
Muglin Rocks, Dublin	–	–	–	1	–	–	–
Murcur Sands, Aberdeen	1	–	–	–	–	–	–
Mutton Island, Galway Bay	–	–	–	–	–	–	–
Myrass Island, county Cork	–	–	–	1	–	–	–
Nash Sand, Glamorganshire	–	1	2	2	–	–	1
Newarp Sand, Norfolk	1	–	–	–	1	–	–
Newcombe Sand, near Dungeness	–	–	–	–	–	–	–
Newcome Sand, Norfolk	2	4	3	11	5	4	7
Newcome Patch, Gloucestershire	–	1	–	–	–	–	–
Newgate Sand, Pembroke	–	–	–	–	–	–	1
Newland Island, Padstow	–	–	1	–	–	–	–
Newton Rocks, Northumberland	2	–	1	–	–	–	–
Newport Sands, Pembrokeshire	1	–	–	–	–	–	2
Neyland Rock, Margate	–	–	–	–	–	–	1
Nigg Sands, Cromarty	–	–	–	–	–	–	–
Nore Sand, River Thames	1	–	2	–	–	4	–
Norse Bank, Broadhaven Bay	–	–	–	–	–	1	–
North Bank, River Mersey	–	–	–	–	5	–	–
North Bank, Cloghy Bay	–	–	–	–	1	–	–
North Bull Rock, Dublin	–	–	–	–	–	–	–
North Bull, Dundalk	–	–	–	–	–	1	–
North Carr Rock, Fifeshire	1	–	–	–	–	–	2
North Cotes Sand, Lincolnshire	–	1	–	–	–	–	–
North Hooper Sand, Carmarthenshire	–	–	–	–	–	–	–
North Rock, county Down	–	1	1	–	–	1	–
North Rock, Gun Island, county Clare.	1	–	–	–	–	–	–
North Sand, Norfolk	–	–	3	–	–	1	5
North Sand, near Tenby	–	1	–	–	–	–	–
North Wharf Bank, Fleetwood	–	–	1	–	–	–	–
Northam Sands, Devon	–	–	–	–	–	–	–

Table 20—*continued.*

of Rock or Sand.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
near St. Ives	–	1	–	–	–	–	–	–	–	–
orquay	–	–	–	–	–	–	–	1	–	–
South of the Thames	–	–	–	–	–	–	–	1	–	1
Ballywalter	–	–	–	–	–	–	1	–	–	–
edge, Dorset	–	–	–	–	2	–	–	–	–	–
ik, Morecambe Bay	1	–	–	–	–	–	–	–	–	–
ocks, near Appledore	–	–	–	–	–	–	1	–	–	–
ds, Sutherlandshire	–	–	–	–	–	–	–	–	–	1
, Carmarthenshire	–	–	–	1	–	–	–	–	–	–
ge, Dorset	–	–	–	1	–	–	–	–	–	–
nd, Argyleshire	–	–	1	–	–	–	–	–	–	–
locks, off Newbiggin	–	–	–	–	1	–	–	1	–	–
ands, Bridgewater Bay	–	–	–	–	–	–	–	1	–	–
Sussex	1	–	–	1	–	2	2	2	2	–
Aberdour	–	–	–	–	–	–	–	–	–	1
, Sligo	–	–	–	–	–	–	–	–	–	1
Stornoway	–	–	–	–	–	–	1	–	–	–
ear Inchkeith	–	–	–	–	1	–	–	–	–	–
d, Lynn Deeps	–	–	–	–	–	1	–	–	–	–
Whitstable	–	–	–	–	–	–	–	1	–	–
	–	–	–	–	–	–	1	2	1	–
cks, Island of Sanda	2	–	–	1	3	–	1	–	2	–
e, near Saltees Islands	1	–	–	–	–	–	–	–	–	–
erwickshire	–	–	–	–	1	–	–	–	1	–
Devon	1	–	–	–	–	–	–	–	–	–
Haddingtonshire	–	1	–	–	–	–	–	–	–	–
ls, Carmarthenshire	–	1	–	–	–	–	–	–	–	1
Cornwall	1	–	–	–	–	–	–	–	–	–
, Pembrokeshire	–	–	–	1	–	–	–	–	–	–
Anglesea	–	–	1	–	–	–	–	–	–	–
Yorkshire	–	1	–	–	–	–	–	–	–	–
gs, St. Ives	–	1	–	–	–	–	–	–	–	–
g, Carnarvonshire	–	–	–	–	8	–	1	–	–	–
, near Holyhead	–	1	–	–	–	–	–	–	–	–
ries	–	–	–	–	1	–	–	1	–	–
ds, Kidwelly	1	–	–	1	–	–	–	–	–	–
Northumberland	–	1	–	–	–	–	–	–	–	–
, near Swanage	–	–	2	–	–	–	–	–	–	–
Fleetwood	–	–	–	–	–	–	–	–	–	1
Norfolk	–	–	–	–	–	–	1	–	–	–
Anglesea	–	1	–	–	–	–	–	–	–	–
Bute	–	–	–	–	1	1	–	–	–	1
ock, Strangford	–	–	1	–	–	–	–	–	–	–
s, Skerries, Anglesea	–	3	–	1	1	1	1	1	–	–
, off Landguard Fort,	1	–	–	1	–	1	–	–	–	–
county Down	–	–	–	–	1	–	–	–	–	–
near Holy Island, Dur-	–	–	–	–	1	–	1	1	–	1
Bank	–	–	–	–	–	–	–	1	–	–
ichester	–	3	–	–	–	–	–	–	–	–
ignmouth	–	1	–	–	–	–	–	–	1	–
Whitstable	–	–	–	–	–	–	1	–	–	–
in Bay	–	–	1	–	–	–	–	–	–	–
ds, Glamorganshire	–	–	–	1	2	–	–	–	–	2
d, Cornwall	–	–	–	1	–	–	–	–	–	–
ch Hourn, Inverness	–	–	–	1	–	–	–	–	–	–
near Loch Inchard	–	–	1	–	–	–	–	–	–	–
rnwall	–	–	–	1	–	–	–	–	–	1
k, Wick	1	–	1	1	–	1	–	–	–	–
Strangford	–	1	–	–	–	–	–	–	–	–
Rocks, Sligo	–	–	–	1	–	–	–	–	–	–
ex	–	–	–	1	1	–	–	1	–	
, North Berwick	1	–	–	–	–	–	–	–	–	–
msgate	–	–	–	–	–	–	–	1	–	–
r, near Scarborough	–	–	–	–	–	1	–	–	–	–
Dumfries	–	–	–	1	–	–	–	–	–	–
, Antrim	–	–	–	–	–	1	1	–	–	1
Yorkshire	3	5	4	2	3	3	4	3	1	5
r the Nore	–	–	–	–	–	1	2	–	–	–
Sanday, Orkney	–	–	–	–	–	1	–	–	–	–
, Devon	–	–	–	–	1	–	–	–	–	–
irn, Anglesea	–	1	–	–	–	–	–	–	–	–
, Glamorgan	–	–	–	–	–	–	–	–	–	1
Vinterton	–	2	–	–	–	–	–	–	–	–
Kent	–	1	–	–	–	–	–	1	–	–

Name of Rock or Sand.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
Riff Bank, near Chanonry Point, Cromarty.	–	–	–	–	–	1	–	–	–	–
Ringstead Ledge, near Weymouth, Dorset.	–	–	–	1	–	–	–	–	–	–
Ring Rocks, Derbyhaven	1	–	–	–	–	–	–	–	–	–
Roar Sand, Kent	–	1	–	1	–	–	–	–	–	–
Robin Rigg Sand Bank, Cumberland	–	–	1	–	–	–	–	2	–	2
Rock Angus, Strangford	–	–	2	–	–	–	–	1	–	–
Rock Perch, near Soldier's Point, Dundalk.	–	–	–	–	–	1	–	–	–	–
Roe Island, Lancashire	–	–	–	–	–	–	1	–	–	–
Roger Sand, Boston Deeps	–	–	–	–	–	–	–	–	1	–
Roker Rocks, near Blyth	–	–	–	–	1	–	–	–	–	–
Rosebeg Bank, near Howth	–	–	–	–	–	–	–	–	1	–
Ross Sands, Northumberland	1	–	–	–	–	–	–	–	–	–
Rose Sand, River Humber	–	1	–	–	–	–	–	–	1	–
Rundlestone Rock, Cornwall	1	1	–	1	–	1	3	–	–	1
Rusk Bank, county Wexford	–	–	–	–	–	1	–	–	–	–
Ryde Sands, Isle of Wight	–	–	–	–	–	1	–	1	–	–
Ryhope Rocks, Durham	–	–	1	–	–	–	1	–	–	–
Saint Clement's Island, Cornwall	–	–	–	–	–	–	–	1	–	–
Saint John's Reef, Pentland Frith	–	–	–	2	–	–	–	–	–	–
Saint Mary's Island, near Hartley, Northumberland.	–	–	–	–	–	–	–	1	–	–
Saint Mary's Isle, Kirkcudbright	–	–	–	–	–	–	–	–	–	1
Saint Patrick's Causeway, Cardigan Bay.	–	–	1	–	–	–	–	–	–	1
Salt Island, Holyhead	–	–	–	–	–	–	–	–	–	1
Salt Rocks, Strangford	–	–	–	–	–	1	–	–	–	–
Salt Rock, Wexford	–	–	–	–	–	–	–	–	–	1
Saltees Island, Wexford	–	–	–	–	–	1	–	–	1	1
Saltfleet Sands, Lincolnshire	–	–	–	3	–	2	–	–	1	
Salthouse Bank, near Lytham	1	1	1	3	2	–	1	–	2	1
Sand Bank, Ramsey	–	–	1	–	–	–	–	–	–	–
Sand Bank, Rosslare	–	–	–	1	–	–	–	–	–	–
Sand Hale Bank, Lincolnshire	–	1	3	–	–	1	1	1	1	1
Sanda Island, Campbeltown	5	–	–	–	–	1	3	–	–	2
Sandwich Flats, Kent	–	–	–	–	–	1	1	1	1	–
Saundersfoot Sand, Pembrokeshire	–	–	–	–	–	1	–	1	–	–
Saunton Sands, North Devon	–	–	–	–	–	1	2	–	1	1
Scalaster Rock, Mull, Argyleshire	–	1	–	–	–	–	–	–	–	–
Scaltcar Rock, near Redcar	–	–	1	–	–	–	–	–	–	–
Scar Rock, Crawfords Bay	1	–	–	–	–	–	–	–	–	–
Scarlet Rock, Isle of Man	–	–	–	1	–	–	–	–	–	–
Scotston Brigs, Peterhead	–	–	1	–	–	1	–	–	–	1
Scougal Rocks, East of N. Berwick	–	–	–	–	1	–	–	–	–	1
Scrabster Burn, near Thurso	–	–	–	1	–	–	–	–	–	–
Scroby Sand, off Great Yarmouth	4	8	4	8	7	5	5	11	6	4
Seal Rock, Ayr Bay	–	–	–	–	–	1	–	–	–	–
Seal Sand, Lynn Deeps	1	–	–	–	–	–	–	–	–	–
Seaton Sands, Durham	1	2	3	–	–	–	–	–	–	1
Selker Rocks, Cumberland	–	–	–	–	–	1	1	–	–	–
Selsey Bill, Sussex	–	–	–	1	–	–	–	1	–	–
Seven Stones, Land's End	–	1	–	1	1	–	2	1	1	
Shagstone Rock, Plymouth	–	–	–	–	–	–	–	1	–	–
Sheep Island, Milford	–	–	–	–	–	1	1	–	–	–
Shell Wharf, near Lancaster	–	1	–	–	–	–	–	–	–	–
Sherringham Shoal, Norfolk	–	2	–	4	–	3	2	–	3	–
Shiffing Rock, Co. Antrim	–	–	–	–	–	–	–	–	1	–
Shingles Rocks, Isle of Wight	–	1	–	2	3	–	2	1	–	3
Ship Rock, county Down	–	1	1	1	–	–	–	–	–	–
Shipwash Sand, Essex	4	9	3	5	3	3	5	5	4	3
Shivering Sands, near Whitstable	–	–	1	–	–	–	–	–	–	–
Shoeburyness Sands	–	–	–	–	–	–	3	–	–	–
Shurkey Island, Kenmare River	–	–	–	–	–	–	–	–	1	–
Silk Rock, near Stolford, Somersetshire.	–	–	–	–	–	–	–	1	–	–
Sillicar Rocks, Berwick	–	–	–	–	–	–	1	–	–	–
Silloth Bank, Cumberland	–	–	–	–	–	–	–	1	–	–
Sizewell Bank, Suffolk	8	4	2	5	4	1	1	2	1	5
Skear Rock, Tenby	–	–	–	–	–	–	–	–	–	1
Skerindrick Reef, Inverness-shire	–	–	–	1	–	–	–	–	–	–
Skerries, Anglesea	–	–	1	1	–	–	1	–	2	–
Skerries, Dublin	–	–	2	–	1	–	1	–	–	–
Skerries off Portrush	–	–	–	–	–	–	–	–	–	1
Skerryvore Rocks, off Argyleshire	–	–	1	–	–	–	–	–	1	–
Skerweather Shoal, Glamorganshire	3	–	3	3	–	3	1	–	–	–
Skomar Rock, Pembrokeshire	–	–	–	–	–	1	–	–	1	–
Skull Martin Rock, county Down	–	1	1	1	–	–	1	1	4	–
Sledges Rocks, Pembrokeshire	–	–	1	–	1	–	–	–	–	–
Smalls Rocks, Pembrokeshire	–	–	1	–	–	–	–	–	–	–
Smith's Knoll, near Hasborough Sand	–	1	–	1	–	–	–	–	–	–
Smithwick Sand, Bridlington	–	–	2	–	–	–	–	1	1	–
Souter Point, near Whitburn	–	–	2	3	–	1	1	–	–	2

Table 20—*continued.*

Name of Rock or Sand.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
South Bank, River Tay	1	–	–	1	–	–	–	–	–	–
South Bishop's Rock	–	–	–	–	–	–	1	–	–	–
South Busses Rock, Fraserburgh	1	–	–	–	–	–	–	–	–	–
South Gare, River Tees	–	–	1	–	–	–	–	1	–	–
South Rock, Co. Down	–	–	–	–	–	–	–	–	–	2
Sovereign Islands, Cork	–	–	–	–	1	–	–	–	–	–
Sow and Pigs Rocks, Blyth	–	1	1	–	–	1	–	–	1	1
Spaniard Sand, Kent	–	–	–	–	–	–	–	–	–	1
Spit Sand, River Mersey	–	–	–	–	–	–	–	1	–	–
Spital Carr Rocks, Newbiggin	–	–	–	–	–	–	–	–	–	1
Stag Rock, Cornwall	–	1	–	–	–	1	1	1	1	2
Stag Rock, near Castletown	–	–	1	–	1	–	–	–	–	–
Stiff Key Sand, Norfolk	–	–	–	–	–	1	–	–	–	–
St. Kilda Island, Hebrides	–	–	–	–	–	1	–	–	–	–
St. Mary's Rock, Douglas	–	–	–	–	–	–	1	–	–	–
St. Patrick's Rocks, Ballina	–	–	–	–	–	–	–	–	–	2
Stone Bank, Lynn	–	–	–	–	1	–	–	–	–	–
Stone Binks, Spurn Point	4	–	1	3	3	–	1	–	–	2
Stream Rock, Skye	–	–	–	–	–	–	–	–	–	1
String Rock, Kyleakin	–	–	–	–	1	–	–	–	–	–
Stroma Skerries, Caithness	2	–	2	1	–	–	–	–	–	–
Suhar Rocks, near Stornoway	–	–	–	–	–	–	–	–	1	–
Sully Island, Glamorganshire	1	1	1	1	–	–	–	–	1	1
Sunk Sand, Essex	–	2	2	1	1	1	2	3	–	1
Sunk Sand, River Humber	–	–	1	–	–	–	2	2	–	–
Swallow Bank, near New Romney	–	–	1	–	–	–	–	–	–	1
Swilley Rocks, Anglesea	–	–	–	–	–	1	–	–	–	–
Swilly Rock, county Donegal	–	–	–	1	–	–	–	–	–	–
Swin Sand, mouth of the Thames	–	–	–	–	–	–	2	–	–	–
Swona Island, Orkney	–	–	–	1	–	–	–	–	–	–
Tara Reef, county Down	–	–	–	–	–	–	1	–	–	–
Tarinsa Island, Sound of Harris	–	–	–	–	–	1	–	–	–	–
Taylors Bank, River Mersey	–	1	–	–	4	3	3	2	1	–
Taylor's Reef, Lambay Island	–	–	–	–	–	–	–	–	–	1
Tetney Sand, Lincolnshire	–	–	1	1	–	–	1	1	2	–
Thief Sand, off Burnham, Norfolk	–	–	–	1	–	–	–	–	–	1
Thornham Sand, Norfolk	–	–	–	–	–	–	–	–	–	1
Tings Rocks, Hartland Point	–	–	–	–	–	–	–	1	–	–
Toft Sand, Boston Deeps	–	–	–	–	1	–	–	–	–	–
Tongue Sand, Kent	1	–	1	–	1	–	–	–	1	–
Torron Rocks, Mull, Argyleshire	–	–	1	–	–	–	–	–	–	–
Tory Island, Donegal	–	1	–	1	–	–	–	–	–	–
Tours Reef, Durham	–	–	–	1	–	–	–	–	–	–
Tout Rocks, Kincardine	–	–	–	–	–	–	1	–	–	–
Towen Sands, Carmarthen	–	–	–	1	–	–	–	–	1	–
Trinity Sand, River Humber	–	–	–	1	6	–	–	6	–	1
Trow Rock, Durham	1	2	1	–	–	–	–	–	–	–
Trunkhill Bank, near Southport, Lancashire.	–	–	–	–	–	1	–	1	–	–
Tugs Scad Rocks, near Penrhosfilo Anglesea.	–	–	–	–	–	–	–	–	1	–
Tully Bank, Lancashire	–	–	–	–	1	–	–	–	–	–
Tuns Bank, Londonderry	–	–	–	–	1	–	–	–	–	–
Tuskar Rock, Wexford	–	–	–	–	–	1	1	–	2	–
Tuskar Rock, Glamorganshire	–	–	–	–	–	–	–	–	2	–
Twyn-y-Griben Rocks, Anglesea	–	–	–	–	–	–	–	–	–	1
Tyna Sands, Haddingtonshire	–	1	–	–	–	–	–	–	–	1
Tynemouth Rocks, including the Black Middens and the Battery Rocks, and Hepburn Shoal, Northumberland.	5	1	1	2	–	5	3	–	–	–
Udder Rock, near Looe, Cornwall	–	–	1	–	–	–	–	–	–	–
Upgang Rocks, Whitby Roads	–	–	–	–	–	2	–	1	–	–

Name of Rock or Sand.	1859.	1860.	1861.	1862.	1863.	1864.	1865.
Valentia Island, off Port Magee	–	–	–	–	–	1	–
Varne Sand, Kent	1	–	–	–	–	–	–
Vogue Sand, Cornwall	1	–	–	–	–	–	–
Vow's Rocks, Frith of Forth	–	–	–	–	–	–	–
Wainfleet Sand, Lincolnshire	–	1	–	–	–	–	–
Wallace Rocks, near Roddens, county Down.	–	–	1	–	–	–	–
Walney Island, Lancashire	3	1	–	1	3	–	1
Walpole Rock, near Margate	–	–	–	–	–	–	–
Warden Ledge, Isle of Wight	1	–	–	–	–	–	–
Warham Sand, Blakeney	–	–	1	–	–	–	–
Water Rock, near Killaugh	–	–	–	–	–	–	–
Wedge Sand	–	1	–	–	–	–	–
Welch Sands, Bristol Channel	–	–	–	1	–	–	–
Wells Sands, Norfolk	–	–	–	–	3	3	1
Westburn Sands, near Dunbar	–	–	–	–	–	–	–
Westgate Rock, near Margate	–	–	–	–	–	–	–
West Mark Knock Sand, Lynn Roads.	–	–	–	–	–	–	–
West Middle Bank, near Formby	–	–	1	–	–	–	–
West Mouse Sand, Anglesea	–	–	–	–	–	–	–
West Rocks, Harwich	1	2	1	1	–	–	–
West Spit, River Mersey	–	–	–	–	–	–	1
Westness Rocks, near Inverkeithing.	–	–	–	–	–	1	–
Whale Chine, Isle of Wight	–	–	–	1	–	–	–
Whales Back Rocks, Sutherlandshire.	–	–	–	–	–	–	–
Whalsey Skerries, Shetland Island	–	–	–	–	–	1	–
Whistle Rock, Portinllaen	–	–	–	–	–	1	–
Whitburn Steel, Durham	1	3	1	–	1	2	10
Whitby Sands and Rocks, Yorkshire.	–	1	5	2	–	–	6
White Bay Rocks, Cork	–	–	–	–	–	–	1
White Rocks, near Portrush, county Antrim.	–	–	–	–	–	1	–
White Sand, Cardigan	1	–	–	–	–	–	–
White Steel, Durham	–	–	–	–	–	–	–
Whitehouse Bank, county Antrim	–	–	1	–	–	–	–
Whitford Sands, Flintshire	–	–	–	–	1	–	–
Whitford Sands, Glamorgan	–	–	–	–	–	–	–
Whithorn Island, Wigton	–	–	–	–	–	–	–
Whiting Sand, Essex	1	3	1	2	–	1	–
Whiting Sand, Norfolk	–	3	1	1	–	–	–
Whitley Sand, Northumberland	–	–	1	–	–	–	–
Whitsand Bay Rocks, Cornwall	–	3	–	–	–	–	–
Whittaker Sand, Essex	2	1	1	2	–	1	–
Wildfire Rocks, Dunbar	–	–	–	–	–	–	–
William Pitt Rocks, Whitehaven	–	–	–	–	–	–	–
Willow Bank, Mounts Bay, Cornwall.	–	–	–	–	1	–	–
Winterton Ridge	–	–	–	–	–	–	–
Wolf Rocks, Cornwall	–	–	1	–	–	–	–
Wolley's Rocks	–	–	–	–	–	–	–
Wolves Rocks, Bristol Channel	1	1	–	1	–	2	–
Woodhouse Rocks, Pembroke	–	–	–	–	–	–	–
Woolcombe Sands, North Devon	1	–	–	–	–	–	–
Woolpack Island, Lynn Deeps	1	–	–	–	–	1	–
Woolsons Bank, Hants	–	–	–	1	–	–	–
Woolsteners, off Hayling	–	–	–	–	–	–	–
Yaw Rock, Cornwall	1	–	–	–	–	–	–
Zimbra Flats, River Mersey	–	–	–	1	–	–	–
Total	243	272	267	298	239	260	1

PART II.

le 21. Wrecks, Casualties, and Collisions, on the Coasts of the United Kingdom occasioning LOSS OF LIFE, chronologically arranged, from the 1st day of January to the 31st day of December 1868, inclusive; distinguishing the Description of each Vessel, and her Cargo, the Age of each Vessel, the Number of Lives Lost in each case, the Date and Place of each Disaster, and the Force and Direction of the Wind at the time each Disaster happened.

te of aster.	Name of Ship and Age when known.	Rig.	Tons.	Men	Cargo.	Nature of Disaster, and whether resulting in Total Loss or Partial Damage.	No. of Lives Lost.	Direction and Force of Wind.		Place.
								Direction	Force	
68:										
Jan. -	Fame, 17 years -	Smack	46	7	Ballast -	Damage to Windlass; partial.	1	Unkn.	1	Botney Gut, North Sea.
„ -	Paul Frederick -	Brig	198	9	Wheat -	Stranded; total -	7	E.	9	Hasbro' Sand.
„ -	Margaret, 28 years	Schooner	82	5	Slates -	Collision; total -	3	—	—	15 miles E.S.E. of the Start.
„ -	J. and S. Martin, 18 years.	Schooner	60	4	Cement -	Collision; total -	3	—	—	7 miles N.W. of the Dudgeon light-ship.
„ -	Ullswater, 11 years	Brig	247	11	General -	Stranded; total -	10	S.E.	10	Salt Rock, Co. Wexford, about 7 miles S.S.W. of Arklow.
„ -	Oasis, 7 years -	Ship	1,116	30	Linseed -	Stranded; total -	2	S.S.E.	9	Near the mouth of Tramore Bay, Co., Waterford.
„ -	Glencoyn, 5 years -	Barque	425	16	General -	Loss of bulwarks, &c.; partial.	3	Variable	11	12 miles N.W. of Scilly Islands.
„ -	Albion, 27 years -	Brig	243	8	Spanish Grass and Copper Ore.	Stranded; total -	8	W.		Whitford Sands, Glamorgan.
„ -	Unknown - -	Schooner	Unk.	Unk say 5.	Unknown -	Foundered; total -	Sup. 5.	W.S.W.	10	4 miles North of Outer Light, Whitehaven Harbour.
„ -	Plover, 15 years -	Sloop	32	4	Ballast -	Foundered (supposed); total.	4.	Unkn.	9	Off the Start.
„ -	Onward, 4 years -	Brigant[e]	193	8 and Pilot	Coal -	Stranded; total -	4	E.	2	Mouth of the Burry Estuary.
„ -	Amethyst, 29 years	Schooner	88	5	Coal -	Stranded; total -	5	E.N.E.	2	Mouth of the Burry Estuary.
„ -	Jeune Celine, 25 years.	Brig	114	6	Coal -	Stranded; total -	6	E.	2	South Hooper Sands, Mouth of the Burry Estuary.
„ -	Mary Fanny, 6 years.	Schooner	92	5	Tin Plates -	Stranded; total -	4	E.	4	Rhosilly Sand, Glamorgan.
„ -	Susan, E., 11 years	Brigant[e]	121	5	Oats - -	Stranded; total -	2	W.S.W.	10	Greenway Rocks; entrance to Padstow Harbour.
„ -	Maria Louisa, 9 years.	Smack	41	3	Granite -	Stranded; total -	3	W.	11	N.W. point of Mullion Island, Cornwall.
„ -	Die Sonne, 10 years.	Barque	350	10 and 2 Pilots	Coal -	Stranded; total -	10	W.	12	Prea Sands, Mount's Bay.
„ -	Dagmar, 2 years -	S. S.	437	17	Coal -	Dismasted; &c., partial.	3	W.S.W.	11	60 miles S.W. of the Start.
„ -	Sunium, 11 years -	Snow	269	8	Coal -	Loss of spars; partial.	2	S.W.	9	18 miles S.W. of Beachy Head.
„ -	Unknown, 8 years	Fishing Boat.	5	5	Ballast -	Foundered; total -	5	E.	8	Off Eriskay, near Barra, South Uist.
„ -	Comorn, 19 years -	Brigant[e]	120	5	Coal -	Stranded; total -	5	Unkn.	Unk.	Near Thorpness Point, Aldbro'.
„ -	Ellen and Jane, 1 year.	Lugger	10	9	Ballast -	Stranded; total -	3	S.W.	9	Dunbeath, Caithness.
„ -	Michael John, 11 years.	Schooner	66	4	Oats - -	Stranded; total -	1	S.W.	12	Grusapole, N.W. side of the Island of Coll, Co. Argyle.
„ -	Colonist, 18 years	Brigant[e]	82	4	Ballast - -	Stranded; total -	4	S.W.	10	Dresik Point, Langness, Isle of Man.
„ -	Three Sisters, 10 years.	Smack	39	3	Coal -	Stranded; total -	2	S.S.W.	10	Airdscalpise Point, 7 miles from Rothesay, Co. Bute.
„ -	Caradoc, Unknown	Schooner	206	7	Coal -	Stranded; partial -	1	S.W.byS.	10	3 miles North of Ramsey Harbour, Isle of Man.

Table 21—*continued.*

Date of Disaster.	Name of Ship and Age when known.	Rig.	Tons.	Men	Cargo.	Nature of Disaster, and whether resulting in Total Loss or Partial Damage.	No. of Lives Lost.	Direction and Force of Wind.		Place.
								Direction	Force	
1868:										
24 Jan.	Wapella, Unknown	Barque	728	12	Cotton, staves, oil cake, and 3 passengers.	Stranded; total	10 Crw. 1 Pass.	N.W.	8	Dyffryn Beach, 5 miles North of Barmouth.
24 „	Delhi, 10 years	Brig	290	8	Coal and 3 passengers.	Stranded; total	11	S.S.W.	11	Supposed on Robin Rigg Sand, near Maryport.
24 „	Elease, 10 years	Brigant[e]	86	5	Coal	Stranded; total	5	S.S.W.	11	Entrance to Port Patrick Harbour.
Supposed 24 Jan.	Alabama, 3 years	Lugger	17	9	Ballast	Foundered (supposed); total.	9	S.	11	30 miles N.E. by N. from Buckie.
24 or 25 „	Harriet Hamlet, 9 years.	Schooner	56	5	Potatoes	Stranded; total	5	Unkn.	Unk.	Harris, Island of Rum.
25 „	Emily Jane, 29 years.	Schooner	92	Unk say 5.	Coal	Stranded; total	Sup. 5.	N.W.	11	Near Dalby Bay, Wigtownshire.
25 „	Mersey, 3 years	Barque	494	15 and Pilot	General, and 1 passenger.	Stranded; total	4	Unkn.	Unk.	West Hoyle Bank, R. Mersey.
25 „	Dove, 1 year	Smack	39	6	Ballast	Loss of spars; partial.	2	S.S.W.	10	45 miles S.E. by E. of Great Yarmouth.
25 „	Tony, unknown	Brig	Unk.	Unk. say 9.	Tobacco	Stranded; total	Sup. 9.	N.N.W.	4	St. Finin's Bay, Co. Kerry.
25 „	Idwal, 11 years	Schooner	69	4	Staves	Stranded; total	3	W.S.W.	11	Red Brae Beach, near Mullaghmore, Co. Sligo
25 „	Sealby, 29 years	Schooner	85	Unk. say 5.	Oatmeal	Stranded; total	Sup. 5.	N.W.	11	N.W. side of Island of Islay.
25 „	Confidence, 10 years.	Barque	850	21	Coal, 1 passenger.	Loss of spars, &c.; partial.	1	S.W.	9	Off Tory Island.
„	Euphrates, 24 years	Barque	618	Unk. say 12.	Palm oil and wood, Captain's wife.	Capsized; total	Sup. 13.	Unkn.	Unk.	Off Cymryn, Anglesea.
„	Sarah, 80 years	Brig	147	7	Coal	Foundered (supposed); total.	7	Unkn.	Unk.	Between Whitehaven and Dublin.
„	Bee, 11 years	Schooner	90	6	Oats	Foundered (supposed); total.	6	Unkn.	Unk.	Between Ballina and Liverpool.
„	Gem, 5 years	Schooner	68	4	Barley	Foundered (supposed); total.	4	Unkn.	Unk.	Between Invergordon and W. Hartlepool.
„	Shamrock, 34 years	Smack	43	3	Unknown	Foundered; total	3	Unkn.	Unk.	Between Newport and Abersoch.
„	Sophia, 17 years	Schooner	63	4	Ballast	Foundered; total	4	Unkn.	Unk.	Off the Coast of Lincolnshire.
„	Vanguard, 10 years	Brig	189	8	Coal	Foundered (supposed); total.	8	Unkn.	Unk.	Near Cruden Bay, Aberdeenshire.
„	Alice May, unknown.	Barque	399	Unk. say 12.	Coal	Foundered (supposed); total.	Sup. 12.	Unkn.	9	Near Oronsay Island.
1 „	Dependent, 20 years	Barque	604	14	Coal	Collision; total	1	—	—	The Spit, Bristol Channel
Supposed 1 Feb.	Fibrous, 2 years	Smack	50	6	Ballast	Foundered (supposed); total.	6	W.	10	Dogger Bank.
2 „	Marriette, unknown	Schooner	Unk.	Unk. say 5.	Potatoes	Stranded; total	Sup. 5.	S.W.	10	Bolt Tail, Co. Devon.
4 „	Mantura, 20 years	Schooner	86	Unk. say 5.	Oranges	Stranded; total	Sup. 5.	W.	6	Burbo Bank, R. Mersey
5 „	Sampson, 28 years	S. Tug	43	5	Ballast	Stranded; total	1	S.	6	Sully Island, Bristol Channel.
6 „	Sea Gull, 20 years	S. S.	355	20	General, and 6 passengers.	Collision; total	1 pass.	—	—	In the Wold.
8 „	Jane, 15 years	Brigant[e]	99	5	Potatoes	Stranded; total	4	N.N.E.	3	West end of the Skerries, off Portrush.
15 „	Superior, 14 years	Barque	727	16	Coke, Coal, and Master's wife.	Collision; total	2	—	—	Near the Gull Stream Light-ship.
18 „	Desiah, 5 years	Barque	394	12	Railway iron	Loss of Bulwarks, &c.; partial.	1	S.W.	9	Lat. 50° 40′ N.; Long. 9° W.
Supposed 18 „	Angler, 1 year	Schooner	195	7	Coal	Foundered (supposed); total.	7	Unkn.	Unk.	(Supposed) Irish Channel
19 „	Jenny Jones, unknown.	Schooner	179	8	Ballast	Stranded; total	8	N.N.W.	11	Milford Cliff, Devon.
19 „	Souvenance, 10 years.	Brigant[e]	124	7	Iron Ore	Stranded; total	3	N.N.W.	11	½ mile S. of Hartland Point, Devon.
19 „	Jeune Joseph, unknown.	Lugger	55	Unk. say 6.	Indian corn	Stranded; total	Sup. 6.	Unkn.	Unk.	Cross Town, Moorwinstow, Cornwall.
19 „	Mary Lewis, 25 years.	Schooner	85	5	Flint, and Master's Daughter.	Collision; total.	4 crew 1 pass.	—	—	10 miles south of St Catherine's Point.
19 „	Ann, 11 years	Smack	31	2	Copper dross	Stranded; total	1	N.W.	9	1 mile E. of Porthcawl Glamorganshire.

Table 21—*continued.*

ate of saster.	Name of Ship and Age when known.	Rig.	Tons.	Men	Cargo.	Nature of Disaster, and whether resulting in Total Loss or Partial Damage.	No. of Lives Lost.	Direction and Force of Wind.		Place.
								Direction	Force	
868:										
Feb.	Johns, 28 years.	Brigant[e]	114	6	Coal -	Stranded; total -	6	N. by W.	10	The Stones off Godrevy Light, St. Ives Bay.
„ -	Nonpareil, 20 years	Schooner	89	6	Salt - -	Loss of Bulwarks, &c.; partial.	2	N.	10	20 miles W. of Holyhead.
„ -	Electric, 14 years -	Schooner	80	5	Salt -	Foundered; total -	3	N.E.	9	14 miles off the Point of Ayr, Isle of Man.
„ -	Catherine, 15 years	Dandy	34	3	General -	Stranded; total -	3	Unkn.	Unk.	Off Table Land, N.W. of Menai Lighthouse.
„ -	Devonia, 32 years -	Schooner	70	5	Copper Regulus.	Stranded; total -	5	N.N.E.	12	East end of Holyhead Breakwater.
„ -	Princess Amelia, 14 years.	Sloop	26	2	Stone -	Stranded; total -	2	N.E.	10	Trwyn-y-Gribin, 1 mile W. of Moelfra Bay, Anglesea.
pposed Feb.	Edward, 41 years -	Schooner	56	4	Coal -	Foundered (supposed); total.	4	Unkn.	Unk.	Between Liverpool and Port Madoc.
„ -	Elizabeth, 48 years	Smack	28	3	Coal -	Stranded; total -	1	S.W.	10	Manxman's Lake, Ross Roads, Kirkcudbright.
„ -	Omega, 14 years -	Ship	704	17	Coal and Coke.	Stranded; total -	1	N.N.W.	6	Cockle Sand.
pposed Feb.	Arbitrator, 20 years	Sloop	41	3	Ballast -	Foundered (supposed); total.	3	Unkn.	Unk.	Between Cardigan and Cardiff.
„ -	Hubertus, unknown	Brig	180	6	Ballast -	Collision; total -	4	—	—	1½ mile E. from Corton Light-ship.
„ -	Unknown -	Unk.	Unk.	Say 8.	Unknown -	Stranded; total -	Sup. 8.	Unkn.	Unk.	Hasborough Sand.
„ -	Ann and Margaret, 10 years.	Schooner	76	4	Unknown -	Foundered (supposed); total.	4	Unkn.	Unk.	Between Liverpool and Southampton.
pposed Mar. -	Midas, 31 years -	Schooner	90	5	Bog Oak -	Foundered (supposed); total.	5	N.W.	10	Supposed off the Land's End.
pposed Mar.	Margaret, 28 years	Schooner	114	5	Coal -	Foundered (supposed); total.	5	S.S.W.	9	Between Sunderland and Aberdeen.
„ -	Sea Bird, 34 years	Schooner	99	6	Coal -	Stranded; total -	6	W.S.W.	7	Morte Stones, N. Devon.
„ - pposed	Dove, 52 years -	Schooner	71	5	Superphosphate.	Collision; total -	3	—	—	About 30 miles N. of the Longships.
„ -	Trial, 25 years -	Schooner	55	4	Coal -	Foundered (supposed); total.	4	W.N.W.	Unk.	Between Ilfracombe and Wadebridge.
„ -	Jabez, 36 years -	Brig	222	9	Coal -	Stranded; total -	1	N.N.W.	8	Dutchman's Bank, N.E. entrance to Menai Straits.
„ -	A boat, new -	Lugger	about 3.	3	Ballast -	Capsized; total -	3	Unkn.	Unk.	S.E. of Duncansbay Head.
„ -	Selina, 31 years -	Schooner	55	4	Coal and Silver ore.	Stranded; total -	2	N.N.E.	5	Stags Rock, Cornwall.
„ -	Earl of Sunderland, 24 years.	Brig	159	7	Coal -	Collision; partial -	2	—	—	25 miles E. by S. of the Spurn.
„ -	Triune, 53 years -	Brig	207	7	Coal -	Collision; partial -	2	—	—	25 miles E. by S. of the Spurn.
„ -	Industry, 2 years -	Smack	16	3	Ballast -	Foundered; partial	1	N.N.W.	8	Off Carrie, Bute.
April	Vron, 29 years -	Schooner	78	5	Slates -	Collision; partial -	1	—	—	3 miles off the Girdler Light-ship.
„ -	Bee, 31 years -	Schooner	72	4	Superphosphate.	Stranded; total -	1	E.N.E.	8	Salthouse Beach, Norfolk.
„ -	Europa, 19 years -	Brig	155	7	Coal -	Collision; total -	1	—	—	About 20 miles N. by E. of Gt. Orme's Head.
„ -	Reine Blanche, unknown.	Schooner	99	7	Coal -	Collision; total -	4	—	—	3 miles N.W. of Ilfracombe, Devon.
„ -	C. B., new -	Brig	200	7	Mineral zinc stone.	Stranded; total -	1	S.S.W.	10	Atherfield, Isle of Wight.
„ -	Countess of Elgin, 16 years.	Barque	1,005	24	Coal -	Loss of spars; partial.	1	Unkn.	10	Off the Orkneys.
„ -	Isle of Arran, 31 years.	S.S.	110	8	Ballast -	Collision; total -	6	—	—	7 miles N.W. of Holyhead.
pr. -	Racehorse, unknown.	Open Boat,	—	3	Ballast -	Capsized; partial -	2	Unkn.	Unk.	Off Hartlepool.
-	Jem, 7 years -	Dandy	43	3	Unknown -	Foundered (supposed); total.	3	Unkn.	Unk.	Between Hartlepool and Shoreham.
May -	Myrtle, 10 years -	Lugger	2	3	Ballast -	Foundered; total -	3	S.E.	6	1½ mile S.E. by S. from Sunderland.
„ -	Garonne, 2 years -	S. S.	499	20	Wine, spirits, &c.: 18 passengers.	Stranded; total -	crew 4, pas. 16.	S.W.	9	Buck Rocks, 1½ mile W. of Lamorna Cove, Cornwall.
June -	Cruizer, 6 years -	Lugger	8	6	Ballast -	Foundered; total -	6	Unkn.	Unk.	10 miles off Portsoy.
„ -	Four Brothers, 3 years.	Lugger	14	5	Ballast -	Collision; total -	2	—	—	12 miles S.S.W. of Brighton.
„ -	Breeze, 16 years -	Schooner	54	3	Stone, and master's wife and child.	Collision; total -	1 mas. ch.	—	—	3 miles W. of South Foreland.
July	Little Polly, 1 year	Lugger	30	9	Ballast -	Collision; partial -	1	—	—	8 miles off Lowestoft.

Table 21—*continued.*

Date of Disaster.	Name of Ship and Age when known.	Rig.	Tons.	Men	Cargo.	Nature of Disaster, and whether resulting in Total Loss or Partial Damage.	No. of Lives Lost.	Direction and Force of Wind.		Place.
								Direction	Force	
1868:										
20 July -	Coniston, 1 year -	S.S.	45	5	General; 1 passenger.	Blown up; total -	6	Unkn.	Unk.	Off Southport.
20 „ -	Second Adventure, 41 years.	Dandy	22	3	Cement -	Loss of mast; partial	1	S.W.	9	8 miles S.E. of Coquet Island.
8 Aug -	Maria Fanny, 30 years.	Schooner	92	5	Coal -	Stranded; total -	2	Unkn.	Unk.	South side of Island of Tyree.
12 „ -	Blue Jacket, 6 years.	Dandy	14	7	Ballast -	Foundered (supposed); total.	7	Unkn.	Unk.	Supposed; east coast of Ireland.
13 „ -	Louisa, 16 years -	Brig	154	9	Ballast -	Foundered (supposed); total.	9	Unkn.	Unk.	Between Newport and Cork.
18 „ -	Elizabeth, 33 years	Schooner	56	3	Scrap iron -	Stranded; total -	1	N.	9	North Bank, 3 miles N. by E. of Hoylake, Cheshire.
18 „ -	Craigrownie, 5 years.	Barque	434	12	Ballast -	Stranded; total -	3	N. by E.	7	Llanlliana, ¼ mile S.E. of Middle Mouse Anglesea.
19 „ -	John and Barbara, 55 years.	Smack	31	2	Wheat -	Foundered; total -	2	Unkn.	9	Between the Isle of May and the Fern Islands.
22 „ -	Electric Flash, 6 years.	Schooner	59	4	Flint boulders.	Foundered; total -	4	W.N.W.	9	10 miles N.W. of Padstow.
22 „ -	Queen of Beauty, 7 years.	Ship	1,234	29 and pilot	Coal and salt.	Dismasted; partial	3	N.N.W.	10	Near the Bell Buoy, River Mersey.
22 „ -	Neptune, 24 years	Barque	186	8	Salt Shooks, Gunpowder, and coal.	Stranded; total -	8	Unkn.	Unk.	West Hoyle Bank, River Mersey.
22 „ -	Amelia and Hannah, 22 years.	Schooner	71	4	Sulphur ore	Stranded; total -	4	N.N.W.	9	Bar, entrance to River Mersey.
22 „ -	Tara, 19 years -	Ship	1,017	21	Coal and Salt.	Stranded; total -	20	N.N.W.	10	Formby Point, Lancashire.
22 „ -	Orwell, 31 years -	Schooner	79	4	Ballast -	Abandoned; partial	2	W. by N.	9	Porlock Bay, Somerset.
22 „ -	Home, 21 years -	Ship	728	19 and Pilot	Ballast -	Dismasted; partial	2	N.W.	10	Woody Bay, N. Devon.
22 „ -	Albion, 52 years -	Brig	185	7	Coal, and 3 passengers.	Foundered; total -	9	S.W.	9	4 miles S.E. of Eastbourne.
23 „ -	Admiral, 27 years -	Barque	215	8	Coal -	Foundered; total -	7	S.E. to S.S.W.	9	5 miles off Lundy Island.
31 „ -	Sir Colin Campbell, 1 year.	Lugger	12	6	Ballast -	Capsized; partial -	2	W.S.W.	9	9 miles N.N.W. of Lossiemouth.
1 Sept. -	Nautilus, 22 years -	Brigant[e]	141	6	Coal -	Collision; total -	4	—	—	About 7 miles N.E. of Lundy Island.
12 „ -	Robert, 33 years -	Sloop.	20	2	Coal -	Stranded; total -	1	E.N.E.	6	Sandsend Ness, Yorkshire.
13 „ -	Goshawk, 14 years	Brig	183	8	Coal -	Stranded; total -	1	E.	6	Longsand.
25 „ -	Liberty, 54 years -	Schooner	56	5	Granite -	Stranded; total -	5	W.	10	Kimmeridge Ledge Dorset.
26 „	Clyde, 30 years -	Smack	26	3	Ballast -	Stranded; total -	3	S.E.	9	Maughold Head, Isle of Man.
26 „	Elizabeth, 22 years	Smack	26	3	Coal -	Foundered (supposed); total.	3	S.W.	9	Between Bardsey Island and St. Tudwall' Roads.
26 „ -	Garside, 30 years -	Schooner	56	3	Coal -	Stranded; total -	1	S.S.W.	9	North Ridge, near Burry Port, Carmarthenshire.
28 „ -	Florence, 3 years -	S. S.	747	25	General; 2 passengers.	Foundered; total -	6	S.S.W.	10	1 mile inside the Nab Light.
„ -	Peace and Plenty, new.	Sloop.	43	3	Oilcake -	Stranded; (derelict); total.	3	Unkn.	Unk.	Tyne Sands, about 2 miles W. of Dunbar.
„ -	Mystery, unknown	Brigant[e]	162	7	Unknown -	Foundered (supposed); total.	7	Unkn.	Unk.	Between Aldboro' and Dieppe.
„ -	Isabella Dobson, 2 years.	Brig	193	8	Unknown -	Foundered (supposed); total.	8	Unkn.	Unk.	Between Queenstown and Glasgow.
2 Oct. -	Blonde, 38 years -	Cutter	20	5	Ballast -	Collision; total -	5	—	—	10 miles W.S.W. of the Needles.
10 „ -	Repeal, 26 years -	Sloop	44	3	Cement -	Collision; total -	1	—	—	5 miles off Whitby.
15 „ -	Woodman, 31 years	Schooner	70	4	Slates; 1 passenger (Master's wife).	Stranded; total -	2	S.W.	10	South side of Soay Island, Hebrides.
15 „ -	Unity, 35 years -	Smack	54	7	Ballast -	Loss of spars, &c.; partial.	1	N.W.	5	Dogger Bank.
18 „ -	Else, 4 years -	Barque	244	12	Pig lead, fish, and ironware.	Loss of sails, &c.; partial.	1	Variable	9	Off the east coast.
Supposed 21 Oct.	John, unknown -	Yawl	14	5	Ballast -	Collision (supposed); total.	5	—	—	North Sea.
23 „ -	Devon, 9 years -	Cutter	154	13	Rum, &c., Government stores, 5 passengers.	Stranded; total -	17	W.S.W.	9	Brissons Rocks, off Cape Cornwall.
23 „ -	Speedwell, 66 years	Schooner	69	4	Broken pots	Collision; total -	2	—	—	About 10 miles E.S.E. of the Humber.

Table 21—*continued.*

Date of Disaster.	Name of Ship and Age when known.	Rig.	Tons.	Men	Cargo.	Nature of Disaster, and whether resulting in Total Loss or partial Damage.	No. of Lives Lost.	Direction and Force of Wind.		Place.
								Direction	Force	
1868: Oct. -	Lady Douglas, 42 years.	Brig	156	8	Groundnuts, and wine; 1 passenger.	Loss of masts, &c; partial.	1	W.N.W.	11	About 20 miles S.W. of St. Catherine's Light.
„ -	Cora, 25 years -	Schooner	114	6	Coal -	Stranded; total -	6	E.	9	Off Johnshaven.
„ -	Martha Ann, 17 years.	Dandy	45	3	Coprolite -	Stranded; total -	1	W.N.W.	10	2 miles N.N.E. of Wells, Norfolk.
„ -	A boat, new -	Lugger	4	6	Ballast -	Capsized; total -	4	W.S.W.	9	5 miles N.E. of Stornoway.
„ -	Bonita, 2 years -	Sloop	31	3	Apples -	Capsized; total -	1	W.S.W.	7	About 3 miles S.E. of Dartmouth.
„ -	Breeze, 14 years -	Schooner	81	4	Ballast -	Collision; total -	1	—	—	2½ miles N.E. by E. of the Fern Light.
„ -	Mary Ann Matilda, 1 year.	Smack	41	7	Ballast -	Loss of spars, &c.; partial.	1	Unkn.	Unk.	About 40 miles E.N.E. of Yarmouth.
„ -	Siff, unknown -	Barque	343	11	Indian Corn	Foundered (supposed); total.	11	Unkn.	Unk.	Between Falmouth and Boston.
„ -	Sulina, 8 years -	Brig	228	11	Indian Corn	Foundered (supposed); total.	11	Unkn.	Unk.	Supposed at the entrance to Dingle Bay.
Nov.	Hero, 29 years -	Smack	37	3	Unknown -	Foundered; total -	3	Unkn.	Unk.	Bristol Channel.
„ -	Thomas Mahoney, 33 years.	Schooner	73	4	Coal -	Collision; total -	2	—	—	3 miles S.E.E. of St. Ann's Light, Pembrokeshire.
„ -	Valiant, 25 years -	Brig	179	6	Coal -	Foundered; total -	1	N.E.	8	12 miles N. of Scilly.
pposed Nov.	William, 42 years -	Smack	32	3	Gravel -	Foundered (supposed); total.	3	Unkn.	Unk.	Supposed near Lundy Island.
„ -	Caroline, 30 years -	Smack	38	3	Coal -	Foundered (supposed); total.	3	Unkn.	Unk.	Supposed off the Mumbles Head.
„ -	Browns, 14 years -	Schooner	117	6	Coal -	Stranded; total -	6	E.N.E.	6	Goodwin Sands.
pposed Nov.	Forest Queen, 2 years.	Barque	430	12	Coal -	Collision; total -	12	—	—	Supposed off Dover.
„ -	Princess Alexandra, 5 years.	Schooner	427	23	Coal -	Explosion; partial	1	N.N.W.	8	North Foreland, bearing S.W. by W., distant about 18 miles.
„ -	Nordstiernen, new	Barque	353	12	Steam coal	Burned; total -	1	S.S.W.	1	36 miles W. of Scilly.
„ -	Maria, unknown -	Brigant[e]	Unk.	Unk. say 6.	Hides and horns.	Stranded (derelict); total.	Sup. 6.	S.	9	Roberts Cove, County Cork.
„ -	Betsey, 38 years -	Schooner	72	4	Coal -	Stranded; total -	3	S.	12	At Ballymacaw Co., Waterford.
„ -	Marie Louisa, 20 years.	Cutter	34	3	Unknown -	Foundered; total -	3	Unkn.	—	Between Par and Runcorn.
„ -	Castiglione, 4 years	Ship	1,081	23	Coal -	Dismasted; partial	5	S.S.E.	12	5 miles West of Forlom Point, Kilmore, Wexford.
„ -	William, 30 years -	Ketch	48	4	Wheat -	Foundered (supposed); total.	4	Unkn.	Unk.	Between Great Yarmouth and Newcastle.
Dec. -	J.T.A., 2 years -	Schooner	104	5	Coal -	Stranded; total -	5	S.W.	9	Langness Point, 3 miles S.E. of Castletown.
„ -	Ariel, 21 years -	Schooner	79	5	Wheat -	Stranded; total -	4	W.S.W.	9	Ballymadda, Co. Wexford.
„ -	Fawn, 23 years -	Smack	25	5	Ballast -	Stranded; total -	2	W.S.W.	9	Ramsgate, East Pier.
„ -	Courrier, unknown	Brigant[e]	Unk.	Unk. say 6.	Unknown -	Stranded; total -	Sup. 6.	S.	9	Between West Dale, and St. Ann's Head.
„ -	North Britain, 31 years.	Barque	703	19	Timber -	Stranded; total -	6	S.S.W.	9	1 mile west of St. Michael's Mount.
„ -	Jenny Jenkins, 10 years.	Brigant[e]	189	7	Coal -	Collision; total -	1	—	—	6 miles off Scarborough.
„ -	Undine, 4 years -	Barque	388	12	Oats; 5 passengers.	Collision; partial -	1	—	—	3 miles E. by S. of Old Head of Kinsale.
„ -	Reindeer, 10 years	Brigant[e]	147	6	Coal -	Collision; total -	1	—	—	2 miles N.E. of Gray's Point, Belfast Lough.
„ -	Margaret and Ann, 12 years.	Schooner	75	4	Coal -	Stranded; total -	1	S.	4	Near Carlingford Lighthouse.
„ -	Gossamer, 4 years -	Ship	735	25	General; 4 passengers and Pilot.	Stranded; total -	13	S.W.	9	Prawle Village, near Prawle Point.
„ -	William, 38 years -	Brig	109	5	Coal -	Stranded; total -	4	S.S.W.	9	Near Pladda Island Lighthouse.
„ -	Myrtle, 4 years -	Schooner	93	5	Coal -	Stranded; total -	5	S.	10	Burr Island, 1 mile S.E. of Ballyhalbert.
„ -	Clyde, 7 years -	Schooner	191	7	Coal -	Stranded; total -	2	S.	9	8 miles S. of Campbeltown.
„ -	Liffey, 7 years -	Schooner	79	4	Coal -	Stranded; total -	3	S.S.W.	9	3 miles N. of Cloghy, Co. Down.
„ -	Vectis, unknown -	Barque	591	17	Coal -	Foundered; total -	1	W.	10	15 miles N.W. of Holyhead.
„ -	Thomas, 19 years -	Brigant[e]	88	5	Ballast -	Stranded; total -	2	S.S.E.	9	¾ mile W. of Carnsore Point.
„ -	Jane, 40 years -	Brigant[e]	76	4	Coal -	Stranded; total -	4	E.N.E.	9	Ramsey Bay (N. of the harbour).
„ -	Prudence, 34 years	Schooner	71	4	Coal -	Stranded; partial -	4	E.N.E.	9	Outside Pier Head, Ramsey.

Table 21—*continued.*

Date of Disaster.	Name of Ship and Age when known.	Rig.	Tons.	Men.	Cargo.	Nature of Disaster, and whether resulting in Total Loss or Partial Damage.	No. of Lives Lost.	Direction and Force of Wind.		Place.
								Direction	Force	
1868:										
12 Dec. -	Grace, 13 years -	Schooner	105	5	Bricks -	Stranded; total -	5	N.N.E.	9	Outside Margate Harbour.
14 „ -	Jeune Paul, 13 years.	Cutter	43	4	Potatoes -	Leaky, &c.; partial	1	W.S.W.	9	3 miles S. of Manacles Rocks, Cornwall.
14 „ -	Sarah Ann, 22 years	Brig	122	6	Ballast -	Stranded; total -	5	W.	9	Middle Patch, near Laugharne Sands, Carmarthen.
14 „ -	Canada, unknown -	Barque	281	13	General -	Stranded; total -	13	S.E.	8	About 1 mile from Bettystown, Co. Meath.
15 „ -	Hooyland, 7 years	Barque	308	12	Sugar and Cotton.	Stranded; total -	1	S.W.	9	The Burrow of Ballyteigue, Kilmore.
15 „ -	Happy Return, 1 year.	Lugger	3	4	Ballast -	Foundered; total -	2	S.W.	9	8 miles S.W. of Nairn.
16 „ -	Unknown.	Schooner	Unk.	Unk. say 5.	Unknown -	Foundered; total -	Sup. 5.	S.W.	Unk.	4 miles N.E. of Hurlstone Point.
21 „ -	Kinloss, 28 years -	Schooner	97	4	Coal -	Stranded; total -	1	S.E.	11	Scatraw Beach, Kincardine.
21 „ -	Commerce, 55 years	Schooner	111	6	Ballast -	Stranded; partial -	1	S.W.	2	Blyth Sand, back of Pier.
24 „ -	Saucy Lass, 28 years.	Schooner	70	5	Coal -	Collision; partial -	2	—	—	Near the Cork Light.
27 „ -	Nil Desperandum, 9 years.	Smack	40	6	Ballast -	Collision; total -	6	—	—	North Sea.
28 „ -	Novice, 8 years -	Smack	34	6	Ballast -	Foundered (supposed); total.	6	S.W.	9	North Sea.
28 „ -	Pace, 1 year -	Barque	439	17	Coal and Pig-iron.	Stranded; total -	4	W. by N.	10	Northam Sands, 2 miles W. of Bideford, Devon.
29 „ -	Unknown -	Brig	Unk.	Unk. say 9.	Unknown -	Foundered; total	Sup. 9.	S.W.	10	S.E. part of Botney, North Sea.
„ -	Diamond, 16 years	Schooner	59	4	Stone -	Collision; total -	1	—	—	1½ mile E.S.E. of Orfordness.
„ -	Minotaur, 2 years -	Sloop	55	5	Ballast -	Foundered; total -	5	Unkn.	Unk.	Off the Yorkshire Coast.
„ -	Spring Flowers, 43 years.	Brigant[e]	196	6	Coal -	Foundered (supposed); total.	6	Unkn.	Unk.	Between Shields and London.
„ -	Hesperus, 27 years	Brigant[e]	149	6	Unknown -	Foundered (supposed); total.	6	Unkn.	Unk.	Unknown.

Summary of Table 21.

—	Total Losses.										Partial Damage.										Vessels with Cargo.									
	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
Collisions -	12	18	17	17	14	30	12	27	27	25	6	4	3	6	4	1	8	15	9	6	17	21	16	20	16	17	15	26	20	23
Strandings -	83	47	84	56	35	23	71	73	76	84	10	11	10	4	6	3	5	5	8	3	80	47	83	53	33	25	68	64	67	75
Founderings -	40	30	57	36	60	32	46	57	109	49	1	1	–	–	–	1	–	–	–	1	33	22	49	30	39	24	28	39	57	25
Other Causes	4	10	6	6	11	5	2	4	5	6	17	14	23	21	21	7	20	18	45	22	21	19	25	21	22	9	13	18	26	18
Totals -	139	105	164	115	120	96	131	161	217	164	34	30	36	31	31	12	33	38	62	32	151	109	173	124	110	75	124	147	170	14

—	Vessels in Ballast.										Whether with Cargo or in Ballast, Unknown.										Total Ships.									
	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
Collisions -	1	1	3	2	1	10	5	13	13	8	–	–	1	1	1	4	–	3	3	–	18	22	20	23	18	31	20	42	36	31
Strandings -	10	10	11	6	6	6	7	13	16	10	3	1	–	1	2	1	1	1	1	2	93	58	94	60	41	32	76	78	84	87
Founderings -	3	6	5	6	17	5	13	11	37	14	5	3	3	–	4	4	5	7	15	11	41	31	57	36	60	33	46	57	109	50
Other Causes	–	5	4	5	9	3	8	3	24	10	–	–	–	1	1	–	1	1	–	–	21	24	29	27	32	12	22	22	50	28
Totals -	14	22	23	19	33	24	33	40	90	42	8	4	4	3	8	9	7	12	19	13	173	135	200	146	151	108	164	199	279	190

—	Total Hands on Board including Passengers.										Total Lives Lost.									
	1859.	1860.	1861.	1862	1863.	1864.	1865.	1866.	1867.	1868.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
Collisions -	216	136	156	172	140	220	192	334	287	216	59	72	89	54	41	91	53	127	160	86
Strandings -	1,691	463	739	578	278	243	708	749	707	626	1,337	241	420	338	140	171	335	393	445	409
Founderings -	252	156	319	258	401	212	313	366	726	307	216	140	292	231	382	216	275	324	637	262
Other Causes -	664	165	272	307	272	222	178	170	394	308	35	84	83	67	57	38	35	52	91	67
Totals -	2,823	920	1,486	1,315	1,091	897	1,391	1,619	2,114	1,457	1,647	537	884	690	620	516	698	896	1,333	824

. Wrecks and Casualties (exclusive of Collisions) on the Coasts of the United Kingdom occasioning LOSS LIFE (geographically arranged) from the 1st day of January to the 31st day of December 1868, inclusive; nguishing the Description of each Vessel and her Cargo, the Age of each Vessel, the Number of Lives in each Case, the Date and Place of each Wreck or Casualty, and the Force and Direction of the Wind he Time each happened.

Name of p, and Age en known.	Description of Vessel.	Tons.	Men.	Port sailed from.	Port bound to.	Cargo.	Nature of Disaster, and whether resulting in Total Loss or Partial Damage.	No. of Lives Lost.	Wind.		Place.
									Direction.	Force.	
					Fern Islands to Flamborough Head.						
ackhorse, unknown.	Open Boat.	—	3	Fishing.		Ballast -	Capsized; partial -	2	Unknown		Off Hartlepool.
yrtle, 10 years.	Lugger.	2	3	Sunderland	Fishing -	Ballast -	Foundered; total -	3	S.E.	6	1½ miles S.E. by S. from Sunderland.
cond Adventure, 41 years.	Dandy.	22	3	Yarmouth -	Leith -	Cement -	Dismasted; partial	1	S.W.	9	8 miles S.E. of Coquet Island.
obert, 33 years.	Sloop.	20	2	Middlesboro'	Scarboro'	Coal -	Stranded; total -	1	E.N.E.	6	Sandsend Ness, Yorkshire.
ommerce, 55 years.	Schooner	111	6	Gravesend -	Blyth -	Ballast -	Stranded; partial -	1	S.W.	2	Blyth Sand, back of pier.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TAL -	5	155	17	2	3	—	2	3	8

					Flamborough Head to the North Foreland.						
ul Frederick.	Brig	198	9	Wismar -	London -	Wheat -	Stranded; total -	7	E.	9	Hasbro' Sand.
morn, 19 years.	Brigant[e]	120	5	Sunderland	Ostend -	Coal -	Stranded; total -	5	Unknown		Near Thorpness Point, Aldborough.
phia, 17 years.	Schooner	63	4	Great Yarmouth.	Middlesboro'.	Ballast -	Foundered; total -	4	Unknown		Off the coast of Lincolnshire.
nega, 14 years.	Ship	704	17	Sunderland	Carthagena	Coal and coke.	Stranded; total -	1	N.N.W.	6	Cockle Sand.
known -	Unk.	Unk.	Unk., say 8.	Unknown -	Unknown	Unknown	Stranded; total -	Supp[d] 8	Unknown		Hasboro' Sand.
e, 31 years.	Schooner	72	4	Ipswich -	Lossiemouth.	Superphosphate.	Stranded; total -	1	E.N.E.	8	Salthouse Beach.
bshawk, 14 years.	Brig	183	8	Sunderland	Shoreham	Coal -	Stranded; total -	1	E.	6	Longsand.
artha Ann, 17 years.	Dandy	45	3	Lynn -	Newcastle	Coprolite	Stranded; total -	1	W.N.W.	10	2 miles N.N.E. of Wells, Norfolk.
race, 13 years.	Schooner	105	5	Middlesboro'	Boulogne	Bricks -	Stranded; total -	5	N.N.E.	9	Outside Margate Harbour.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TAL -	9	1,490	63	7	1	1	9	—	33

					North Foreland to St. Catherine's Point.						
lbion, 52 years.	Brig	185	7	North Shields	Portsmouth	Coal and 3 passengers.	Foundered; total -	9	S.W.	9	4 miles S.E. of Eastbourne.
lorence, 3 years.	S.S.	747	25	Trieste -	London -	General, 2 passengers.	Foundered; total -	6	S.S.W.	10	1 mile inside the Nab Light.
rowns, 14 years.	Schooner	117	6	Wemyss -	St. Valery	Coal -	Stranded; total -	6	E.N.E.	6	Goodwin Sands.
wn, 23 years.	Smack	25	5	Ramsgate -	Fishing -	Ballast -	Stranded; total -	2	W.S.W.	9	Ramsgate East Pier.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TAL -	4	1,074	43	3	1	—	4	—	23

Wrecks and Casualties (exclusive of Collisions) on the Coasts of the United Kingdom occasioning Loss of Life (geograph arranged), from the 1st January to the 31st December 1868, inclusive—*continued.*

St. Catherine's Point to Start Point.

Date.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Port sailed from.	Port bound to.	Cargo.	Nature of Disaster, and whether resulting in Total Loss or Partial Damage.	No. of Lives lost.	Wind. Direction.	Wind. Force.	Place.
21 Jan.	Plover, 15 years.	Sloop	32	4	Brixham -	Fishing -	Ballast -	Foundered (supposed); total.	4	Unk.	9	Off the Start.
19 April	C.B., new -	Brig	200	7	Sardinia -	Antwerp	Ore -	Stranded; total -	1	S.S.W.	10	Atherfield, Isle
25 Sept.	Liberty, 54 years.	Schooner	56	5	Falmouth -	Chatham	Stone -	Stranded; total -	5	W.	10	Kimmeridge Dorset.
28 Oct.	Bonita, 2 years.	Sloop	31	3	Jersey -	Totness -	Apples -	Capsized; total -	1	W.S.W.	7	About 3 miles Dartmouth.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
Total -	4	319	19	3	1	–	4	–	11

Start Point to Land's End.

Date.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Port sailed from.	Port bound to.	Cargo.	Nature of Disaster, and whether resulting in Total Loss or Partial Damage.	No. of Lives lost.	Wind. Direction.	Wind. Force.	Place.
22 Jan.	MariaLouisa, 9 years.	Smack	41	3	Padstow -	London -	Granite -	Stranded; total -	3	W.	11	N.W. point of Island.
22 Jan.	Die Sonne, 10 years.	Barque	350	10 and 2 pilots.	Cardiff -	Barcelona	Coal -	Stranded; total -	10	W.	12	Prea Sands, Mo
2 Feb.	Marriette, unknown.	Schooner	Unk.	Unk., say 5	Unknown -	Plymouth	Potatoes	Stranded; total -	supd 5	S.W.	10	Bolt Tail, Devo
26 Mar.	Selina, 31 years.	Schooner	55	4	Swansea -	Par -	Coal and Silver Ore.	Stranded; total -	2	N.N.E.	5	Stag's Rock, C
22 May	Garonne, 2 years.	S.S.	499	20	Bordeaux -	Liverpool	Wine and Spirits, 18 passengers.	Stranded; total -	4 crew 16 pass.	S.W.	9	Buck Rocks, 1 of Lamorn Cornwall.
6 Dec.	North Britain, 31 years.	Barque	703	19	Quebec -	Southampton.	Timber -	Stranded; total -	6	S.S.W.	9	1 mile W. of chael's Mou
10 Dec.	Gossamer, 4 years.	Ship	735	25	London -	Adelaide	General, 4 passengers and pilot.	Stranded; total -	13	S.W.	9	Prawle Villag Prawle Poin
14 Dec.	Jeune Paul, 13 years.	Cutter	43	4	St. Brieux -	Penzance	Potatoes -	Leaky, &c.; partial	1	W.S.W.	9	3 miles S. of Rocks, Corn

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
Total -	8	2,426	92	8	–	–	7	1	60

Land's End to Hartland Point, including Scilly.

Date.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Port sailed from.	Port bound to.	Cargo.	Nature of Disaster, and whether resulting in Total Loss or Partial Damage.	No. of Lives lost.	Wind. Direction.	Wind. Force.	Place.
22 Jan.	Susan E., 11 years.	Brigant[e]	121	5	Waterford -	Havre -	Oats -	Stranded; total -	2	W.S.W.	10	Greenway Ro trance to Harbour.
19 Feb.	Johns, 28 years.	Brigant[e]	114	6	Milford -	London -	Coal -	Stranded; total -	6	N. by W.	10	The Stones, revey Light. Bay.
19 Feb.	Jeune Joseph, unk.	Lugger	55	Unk., say 6	Unknown -	Unknown	Indian Corn.	Stranded; total -	Supd 6	Unknown		Cross Town, stow, Cornw.
19 Feb.	Jenny Jones, unknown.	Schooner	179	8	Southampton.	Unknown	Ballast -	Stranded; total -	8	N.N.W.	11	Milford Cliff,
19 Feb.	Souvenance, 10 years.	Brigant[e]	124	7	Bilbao -	Newport	Iron Ore	Stranded; total -	3	N.N.W.	11	½ mile S. of Point, Devo
22 Aug.	Electric Flash, 6 years.	Schooner	59	4	Newhaven -	Runcorn	Flint -	Foundered; total -	4	W.N.W.	9	10 miles N.W. stow.
23 Oct.	Devon, 9 years.	Cutter	154	13	Devonport -	Falmouth	Rum, &c. (Government Stores), 5 passengers.	Stranded; total -	17	W.S.W.	9	Brisson's Rock Cornwall.

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
Total -	7	806	49	6	1	–	7	–	46

and Casualties (exclusive of Collisions) on the Coasts of the United Kingdom occasioning Loss of Life (geographically arranged), from the 1st January to the 31st December 1868, inclusive—*continued.*

Name of p, and Age en known.	Description of Vessel.	Tons.	Men.	Port sailed from.	Port bound to.	Cargo.	Nature of Disaster, and whether resulting in Total Loss or Partial Damage.	No. of Lives lost.	Wind.		Place.
									Direction.	Force.	
Hartland Point to St. David's Head.											
bion, 27 ears.	Brig	243	8	Almeira -	Cardiff -	Spanish Grass and Copper Ore.	Stranded; total -	8	W.	10	Whitford Sands, Glamorgan.
ward, 4 ears.	Brigant[e]	193	8 and pilot.	Llanelly -	Honfleur	Coal -	Stranded; total -	4	E.	2	Mouth of the Burry Estuary.
ethyst, 29 ears.	Schooner	88	5	Llanelly -	Fremington.	Coal -	Stranded; total -	5	E.N.E.	2	Mouth of the Burry Estuary.
ine Celine, 25 years.	Brig	114	6	Llanelly -	St. Malo	Coal -	Stranded; total -	6	E.	2	Mouth of the Burry Estuary.
ry Fanny, 3 years.	Schooner	92	5	Llanelly -	Liverpool	Tin Plates	Stranded; total -	4	E.	4	Rhosilly Sand, Glamorgan.
npson, 28 ears.	S. Tug	43	5	- -	Cruizing	Ballast -	Stranded; total -	1	S.	6	Sully Island, Bristol Channel.
n, 11 yrs.	Smack	31	2	Bristol -	Swansea -	Copper Dross.	Stranded; total -	1	N.W.	9	1 mile E. of Portheawl, Glamorganshire.
. Bird, 34 ears.	Schooner	99	6	Unknown -	Unknown	Coal -	Stranded; total -	6	W.S.W.	7	Morte Stones, North Devon.
al, 25 yrs.	Schooner	55	4	Ilfracombe -	Wadebridge	Coal -	Foundered (supposed); total.	4	W.N.W.	Unk.	Between Ilfracombe and Wadebridge.
well, 31 ears.	Schooner	79	4	Devoran -	Saundersfoot.	Ballast -	Abandoned; partial	2	W. by N.	9	Porlock Bay, Somerset.
me, 21 ears.	Ship	728	19 and pilot.	Bristol -	Quebec -	Ballast -	Dismasted; partial	2	N.W.	10	Woody Bay, North Devon.
miral, 27 ears.	Barque	215	8	Swansea -	Dieppe -	Coal -	Foundered; total -	7	S.E. to S.W.	9	5 miles off Lundy Island.
eside, 30 ears.	Schooner	56	3	Llanelly -	Bridgewater.	Coal -	Stranded; total -	1	S.S.W.	9	North Ridge near Burry Port, Carmarthen.
ro, 29 yrs.	Smack	37	3	Unknown -	Unknown	Unknown	Foundered; total -	3	Unknown		Bristol Channel.
lliam, 42 ears.	Smack	32	3	Bideford -	Tenby -	Gravel -	Foundered (supposed); total.	3	Unknown		Supposed near Lundy Island.
oline, 30 ears.	Smack	38	3	Newport -	Bideford	Coal -	Foundered (supposed); total.	3	Unknown		Supposed off the Mumbles Head.
ah Ann, 2 years.	Brig	122	6	Dieppe -	Swansea -	Ballast -	Stranded; total -	5	W.	9	Middle Patch, near Laugharne Sands, Carmarthen.
known -	Schooner	Unk.	Unk., say 5	Unknown -	Unknown	Unknown	Foundered; total -	Sup[d] 5	S.W.	Unk.	4 miles N.E. of Hurlstone Point.
ce, 1 year.	Barque	439	17	Glasgow -	Venice -	Coal and Pig iron.	Stranded; total -	4	W. by N.	10	Northam Sands, 2 miles W. of Bideford.

				Cargo.	Ballast.	Unknown.	Total.	Partial.		
AL -	19	2,704	122	18	4	2	17	2	74	

St. David's Head and Carnsore Point to Lambay Island, and Skerries, Anglesea.											
swater, 11 ears.	Brig	247	11	Liverpool -	Rio Janeiro	General -	Stranded; total -	10	S.E.	10	Salt Rock, co. Wexford.
pella, unk.	Barque	728	12	New Orleans	Liverpool	Cotton, Staves, and Oil Cake, 3 passengers.	Stranded; total -	10 crew 1 passenger.	N.W.	8	Dyffryn Beach, 5 miles N. of Barmouth.
phrates, 24 years.	Barque	618	Unk., say 12	Africa -	Glasgow -	Palm Oil and Wood, Captain's wife.	Capsized; total -	13	Unknown		Off Cymryn, Anglesea.
vonia, 32 years.	Schooner	70	5	Liverpool -	Swansea -	Copper Regulus.	Stranded; total -	5	N.N.E.	12	East End of Holyhead Breakwater.
ue Jacket, 3 years.	Dandy	14	7	Dublin -	Fishing -	Ballast -	Foundered (supposed); total.	7	Unknown		Supposed E. coast of Ireland.
izabeth, 22 years.	Smack	26	3	Liverpool -	Pwllheli -	Coal -	Foundered (supposed); total.	3	S.W.	9	Between Bardsey Island and St. Tudwall's Roads.
ctis, unk.	Barque	591	17	Liverpool -	Bombay -	Coal -	Foundered; total -	1	W.	10	15 miles N.W. of Holyhead.

				Cargo.	Ballast.	Unknown.	Total.	Partial.		
AL -	7	2,294	67	6	1	–	7	–	50	

Wrecks and Casualties (exclusive of Collisions) on the Coasts of the United Kingdom occasioning Loss of Life (geographically arranged), from the 1st January to the 31st December 1868, inclusive—*continued.*

Date.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Port sailed from.	Port bound to.	Cargo.	Nature of Disaster, and whether resulting in Total Loss or Partial Damage.	No. of Lives Lost.	Wind.		Place.
										Direction.	Force.	
						Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.						
18 Jan.	Unknown -	Schooner	Unk.	Unk., say 5	Unknown -	Unknown	Unknown	Foundered ; total -	Supd 5	W.S.W.	10	4 miles N. of light, Whi Harbour.
24 Jan.	Colonist, 18 years.	Brigantine	82	4	Belfast -	Bangor -	Ballast -	Stranded ; total -	4	S.W.	10	Dresik Point, L Isle of Man.
24 Jan.	Three Sisters, 10 years.	Smack	39	3	Port Dundas	Fort William.	Coal -	Stranded ; total -	2	S.S.W.	10	Airdscalpise P miles from R
24 Jan.	Caradoc, unknown.	Schooner	206	7	Maryport -	Dublin -	Coal -	Stranded ; partial -	1	S.W. by S.	10	3 miles N. of Harbour, I. o
24 Jan.	Delhi, 10 years.	Brig	290	8	Maryport -	Dublin -	Coal, 3 passengers.	Stranded ; total -	11	S.S.W.	11	Supposed on Rigg Sand, Maryport.
24 Jan.	Elease, 10 years.	Brigantine	86	5	Unknown -	Unknown	Coal -	Stranded ; total -	5	S.S.W.	11	Entrance to Port Harbour.
25 Jan.	Mersey, 3 years.	Barque	494	15 and pilot.	Liverpool -	Arica and Islay.	General, 1 passenger.	Stranded; total -	4	Unknown		West Hoyle Ban sey.
25 Jan.	Emily Jane, 29 years.	Schooner	92	Unk., say 5	Glasgow -	Carnarvon	Coal -	Stranded; total -	Supd 5	N.W.	11	Near Dalby Bay townshire.
4 Feb.	Mantura, 20 years.	Schooner	86	Unk., say 5	St. Michaels	Liverpool	Oranges -	Stranded; total -	Supd 5	W.	6	Burbo Bank, Mersey.
19 Feb.	Princess Amelia, 14 years.	Sloop	26	2	Red Wharf	Holyhead	Stone -	Stranded ; total -	2	N.E.	10	Trwyn-y-gribin, W. of Moelfra
19 Feb.	Catherine, 15 years.	Dandy.	34	3	Liverpool -	Carmarthen.	General -	Stranded; total -	3	Unknown		Off Table Land of Menai house.
20 Feb.	Elizabeth, 48 years.	Smack	28	3	Whitehaven	Killough	Coal -	Stranded; total -	1	S.W.	10	Manxman's Lak Roads, K bright.
23 Mar.	Jabez, 36 yrs.	Brig	222	9	Liverpool -	Palma -	Coal -	Stranded; total -	1	N.N.W.	8	Dutchman's Ban entrance to Straits.
20 July	Coniston, 1 year.	S.S.	45	5	Liverpool -	Lancaster	General, 1 passenger.	Blown up ; total -	6	Unknown		Off Southport.
18 Aug.	Elizabeth, 33 years.	Schooner	56	3	Holyhead -	Liverpool	Scrap iron	Stranded ; total -	1	N.	9	North Bank, N. by E. of I Cheshire.
18 Aug.	Craigrownie, 5 years.	Barque	434	12	Liverpool -	Cardiff -	Ballast -	Stranded ; total -	3	N. by E.	7	Llanlliana, ¼ m of Middle Anglesea.
22 Aug.	Amelia and Hannah, 22 years.	Schooner	71	4	Kingstown	Runcorn	Sulphur Ore.	Stranded ; total -	4	N.N.W.	9	Bar, at the entr the Mersey.
22 Aug.	Neptune, 24 years.	Barque	186	8	Liverpool -	Brass River	Salt shooks, gunpowder, and coal.	Stranded ; total -	8	Unknown		West Hoyle Ban sey.
22 Aug.	Queen of Beauty, 7 years.	Ship	1,234	29 and pilot.	Liverpool -	San Francisco.	Coal and salt.	Dismasted ; partial	3	N.N.W.	10	Near the Bell River Mersey
22 Aug.	Tara, 19 yrs.	Ship	1,017	21	Liverpool -	Quebec -	Coal and salt.	Stranded ; total -	20	N.N.W.	10	Formby Point, shire.
26 Sept.	Clyde, 30 yrs.	Smack	26	3	Douglas -	Whitehaven.	Ballast -	Stranded; total -	3	S.E.	9	Maughold Head Man.
4 Dec.	J. T. A., 2 years.	Schooner	104	5	Britonferry	Workington.	Coal -	Stranded; total -	5	S.W.	9	Laugness Point, Man.
9 Dec.	Margaret and Ann.	Schooner	75	4	Cardiff -	Newry -	Coal -	Stranded; total -	1	S.	4	Near Carlingfor house.
10 Dec.	Liffey, 7 yrs.	Schooner	79	4	Runcorn -	Newry -	Coal -	Stranded ; total -	3	S.S.W.	9	3 miles N. of co. Down.
10 Dec.	Clyde, 7 yrs.	Schooner	191	7	Troon -	Londonderry.	Coal -	Stranded ; total -	2	S.	9	8 miles S. of C town.
10 Dec.	Myrtle, 4 yrs.	Schooner	93	5	Unknown -	Unknown	Coal -	Stranded ; total -	5	S.	10	Burr Island, S.E. of I bert.
10 Dec.	William, 38 years.	Brig	109	5	Troon -	Belfast -	Coal -	Stranded; total -	4	S.S.W.	9	Near Pladda Lighthouse.
11 Dec.	Prudence, 34 years.	Schooner	71	4	Garstone -	Aberystwith.	Coal -	Stranded ; partial -	4	E.N.E.	9	Outside Pier Ramsey.
11 Dec.	Jane, 40 yrs.	Brigantine	76	4	Liverpool -	Dublin -	Coal -	Stranded; total -	4	E.N.E.	9	Ramsey Bay, N harbour.
14 Dec.	Canada, unk.	Barque	281	13	Liverpool -	W. coast of Africa.	General -	Stranded ; total -	13	S.E.	8	About 1 mil Bettystown,

				Cargo.	Ballast.	Unknown.	Total.	Partial.	
TOTAL -	30	5,833	212	26	3	1	27	3	138

nd Casualties (exclusive of Collisions) on the Coasts of the United Kingdom occasioning Loss of Life (geographically arranged), from the 1st January to the 31st December 1868, inclusive—*continued*.

Name of , and Age n known.	Description of Vessel.	Tons.	Men.	Port sailed from.	Port bound to.	Cargo.	Nature of Disaster, and whether resulting in Total Loss or Partial Damage.	No. of Lives lost.	Wind.		Place.
									Direction.	Force.	
Cape Wrath to Buchan-ness.											
abama, 3 ears.	Lugger	17	9	Buckie -	Fishing -	Ballast -	Foundered (supposed); total.	9	S.	11	30 miles N.E. by N. from Buckie.
en and Jane, 1 ear.	Lugger	10	9	Buckie -	Fishing -	Ballast -	Stranded; total -	3	S.W.	9	Dunbeath, Caithness.
oat, new	Lugger	About 3	3	Duncansby Head.	Cruizing	Ballast -	Capsized; total -	3	Unknown		S.E. of Duncansby Head.
untess of Elgin, 16 ears.	Barque	1,005	24	Hull	Quebec -	Coal -	Loss of spar; partial.	1	Unk.	10	Off the Orkneys.
nizer, 6 ears.	Lugger	8	6	Portsoy	Fishing -	Ballast -	Foundered; total -	6	Unknown		10 miles off Portsoy.
Colin Campbell, year.	Lugger	12	6	Buckie -	Fishing -	Ballast -	Capsized; partial -	2	W.S.W.	9	9 miles N.N.W. of Lossiemouth.
ppy Return, 1 ear.	Lugger	3	4	Nairn -	Fishing -	Ballast -	Foundered; total -	2	S.W.	9	8 miles S.W. of Nairn.

				Cargo.	Ballast.	Unknown.	Total.	Partial.		
AL -	7	1,058	61	1	6	–	5	2	26	

Buchan-ness to Fern Islands.											
nguard, 10 years.	Brig	189	8	Newcastle -	Aberdeen	Coal -	Foundered (supposed); total.	8	Unknown		Near Cruden Bay, Aberdeenshire.
hn and Barbara, 55 years.	Smack	31	2	Crail -	Newcastle	Wheat -	Foundered; total -	2	Unk.	9	Between the Isle of May and the Fern Islands.
ace and Plenty, new.	Sloop	43	3	Hamburgh	Aberdeen	Oil cake -	Stranded, derelict; total.	3	Unknown		Tyne Sands, 2 miles W. of Dunbar.
ra, 25 yrs.	Schooner	114	6	Sunderland	Stonehaven	Coal -	Stranded; total -	6	E.	9	Off Johnshaven.
nloss, 28 years.	Schooner	97	4	Sunderland	Aberdeen	Coal -	Stranded; total -	1	S.E.	11	Scatraw Beach, Kincardine.

				Cargo.	Ballast.	Unknown.	Total.	Partial.		
TOTAL -	5	474	23	5	–	–	5	–	20	

All other Parts of the Coast.											
asis, 7 yrs.	Ship	1,116	30	Demerara -	Liverpool	Linseed -	Stranded; total -	2	S.S.E.	9	Mouth of Tramore Bay, co. Waterford.
nknown, 8 years.	Fishing boat.	5	5	Eriskay -	Fishing -	Ballast -	Foundered; total -	5	E.	8	Off Eriskay, near Barra, South Uist.
Michael John, 11 years.	Schooner	66	4	Ballina -	Gloucester	Oats -	Stranded; total -	1	S.W.	12	Grusapole, N.W. side of the Isle of Coll, co. Argyle.
Harriet Hamlet, 9 years.	Schooner	56	5	Newport (Ireland).	Cardiff -	Potatoes	Stranded; total -	5	Unknown		Harris, Isle of Rum.
ealby, 29 years.	Schooner	85	Unk., say 5	Ballina -	Liverpool	Oatmeal	Stranded; total -	suppd 5	N.W.	11	N.W. side of the Island of Islay.
dwal, 11 years.	Schooner	69	4	Sligo -	Liverpool	Staves -	Stranded; total -	3	W.S.W.	11	Red Brae Beach, near Mullaghmore, co. Sligo.
ony, unkn.	Brig	Unk.	Unk., say 9	Unknown -	Unknown	Tobacco -	Stranded; total -	suppd 9	N.N.W.	4	St. Finin's Bay, co. Kerry.
Confidence, 10 years.	Barque	850	21	Troon -	Havana -	Coal, 1 passenger.	Loss of spars; partial.	1	S.W.	9	Off Tory Island.
Alice May, unknown.	Barque	399	Unk., say 12	Troon -	Cardinas	Coal -	Foundered (supposed); total.	suppd 12	Unk.	9	Near Oronsay Island.
ane, 15 yrs.	Brigant[e]	99	5	Portrush -	Cardiff -	Potatoes	Stranded; total -	4	N.N.E.	3	West end of the Skerries, off Portrush.
ndustry, 2 years.	Smack	16	3	Loch Ranza	Brodick (Arran).	Ballast -	Foundered; partial	1	N.N.W.	8	Off Carric, Bute.

Wrecks and Casualties (exclusive of Collisions) on the Coasts of the United Kingdom occasioning Loss of Life (geographically arranged), from the 1st January to the 31st December 1868, inclusive—*continued.*

Date.	Name of Ship, and Age when known.	Description of Vessel.	Tons.	Men.	Port sailed from.	Port bound to.	Cargo.	Nature of Disaster, and whether resulting in Total Loss or Partial Damage.	No. of Lives lost.	Wind.		Place.
										Direction.	Force.	
						All other Parts of the Coast—continued.						
8 Aug.	Maria Fanny, 30 years.	Schooner	92	5	Ayr -	Limerick	Coal -	Stranded; total -	2	Unknown		S. side of Isl Tyree.
15 Oct.	Woodman, 31 years.	Schooner	70	4	Easdale -	Leith -	Slates, 1 passenger (Master's wife).	Stranded; total -	2	S.W.	10	S. side of Soay Hebrides.
26 Oct.	A boat, new	Lugger	4	6	Tongue -	Fishing -	Ballast -	Capsized; total -	4	W.S.W.	9	5 miles N.E. of way.
— Oct.	Sulina, 8 yrs.	Brig	228	11	Falmouth -	Dingle -	Indian Corn.	Foundered (supposed); total.	11	Unknown		Supposed at the to Dingle Bay
29 Nov.	Betsey, 38 years.	Schooner	72	4	Cardiff -	Crosshaven	Coal -	Stranded; total -	3	S.	12	Ballymacaw, co ford.
29 Nov.	Maria, unk.	Brigant[e]	Unk.	Unk., say 6.	Rio Grande	Liverpool	Hides and Horns.	Stranded (derelict); total.	Supp[d] 6	S.	9	Robert's Cove, c
30 Nov.	Castiglione, 4 years.	Ship	1,081	23	Liverpool -	Bombay -	Coal -	Dismasted; partial	5	S.S.E.	12	5 miles W. of Point, Kilmo ford.
5 Dec.	Ariel, 21 yrs.	Schooner	79	5	London -	Waterford	Wheat -	Stranded; total -	4	W.S.W.	9	Ballymadda, co. ford.
11 Dec.	Thomas, 19 years.	Brigant[e]	88	5	Queenstown	Newport (Mon.)	Ballast -	Stranded; total -	2	S.S.E.	9	¾ mile W. of C Point.
15 Dec.	Hooyland, 7 years.	Barque	308	12	Surinam -	Greenock	Sugar and Cotton.	Stranded; total -	1	S.W.	9	The Burrow of teigue, Kilmo

					Cargo.	Ballast.	Unknown.	Total.	Partial.	
Total -	21	4,783	184	17	4	—	18	3	88	

At Sea.

2 Jan.	Fame, 17 years.	Smack	46	7	Great Yarmouth.	Fishing -	Ballast -	Damage to windlass; partial.	1	Unk.	1	Botney Gut, No
12 Jan.	Glencoyn, 5 years.	Barque	425	16	Liverpool -	Valparaiso	General -	Loss of bulwarks; partial.	3	Variable	11	12 miles N.W. o Islands.
22 Jan.	Dagmar, 2 years.	S.S.	437	17	Newcastle -	Gibraltar	Coal -	Dismasted; partial.	3	W.S.W.	11	60 miles S.W. Start.
22 Jan.	Sunium, 11 years.	Snow.	269	8	Sunderland	Santa Cruz	Coal -	Loss of spars; partial.	2	S.W.	9	18 miles S.W. of Head.
25 Jan.	Dove, 1 year	Smack	39	6	Great Yarmouth.	Fishing -	Ballast -	Loss of spars; partial.	2	S.S.W.	10	45 miles S.E. b Great Yarmou
— Jan.	Shamrock, 34 years.	Smack	43	3	Newport -	Abersoch	Unknown	Foundered; total -	3	Unknown		Between Newp Abersoch.
— Jan.	Gem, 5 years	Schooner	68	4	Invergordon	West Hartlepool	Barley -	Foundered (supposed); total.	4	Unknown		Between Inver and West Har
— Jan.	Bee, 11 years	Schooner	80	6	Ballina -	Liverpool	Oats -	Foundered (supposed); total.	6	Unknown		Between Ballin Liverpool.
— Jan.	Sarah, 80 years.	Brig	147	7	Whitehaven	Dublin -	Coal -	Foundered (supposed); total.	7	Unknown		Between Whi and Dublin.
— Jan.	Fibrous, 2 years.	Smack	50	6	Scarborough	Fishing -	Ballast -	Foundered (supposed); total.	6	W.	10	Dogger Bank.
18 Feb.	Desiah, 5 years.	Barque	394	12	Newport -	New York	Railway iron.	Loss of bulwarks, &c.; partial.	1	S.W.	9	Lat. 50.40 N. 9 W.
Supposed 18 Feb.	Angler, 1 yr.	Schooner	195	7	Sunderland	Dublin -	Coal -	Foundered (supposed); total.	7	Unknown		Irish Channel posed).
19 Feb.	Nonpareil, 20 years.	Schooner	89	6	Liverpool -	Ipswich -	Salt -	Loss of bulwarks, &c.; partial.	2	N.	10	20 miles W. of head.
19 Feb.	Electric, 14 years.	Schooner	80	5	Runcorn -	Campbeltown.	Salt -	Foundered; total -	3	N.E.	9	14 miles off P Ayr, Isle of M
Supposed 19 Feb.	Edward, 41 years.	Schooner	56	4	Liverpool -	PortMadoc	Coal -	Foundered (supposed); total.	4	Unknown		Between Liverp Port Madoc.
Supposed 25 Feb.	Arbitrator, 20 years.	Sloop	41	3	Cardigan -	Cardiff -	Ballast -	Foundered (supposed); total.	3	Unknown		Between Cardig Cardiff.
— Feb.	Ann and Margaret, 10 years.	Schooner	76	4	Liverpool -	Southampton.	Unknown	Foundered (supposed); total.	4	Unknown		Between Liverp Southampton.
Supposed 8 Mar.	Midas, 31 years.	Schooner	90	5	Dublin -	London -	Bog oak	Foundered (supposed); total.	5	N.W.	10	Supposed off the End.
11 Mar.	Margaret, 28 years.	Schooner	114	5	Sunderland	Aberdeen	Coal -	Foundered (supposed); total.	5	S.S.W.	9	Between Sun and Aberdeen.

nd Casualties (exclusive of Collisions) on the Coasts of the United Kingdom occasioning Loss of Life (geographically arranged), from the 1st January to the 31st December 1868, inclusive—*continued.*

Name of , and Age n known.	Description of Vessel.	Tons.	Men.	Port sailed from.	Port bound to.	Cargo.	Nature of Disaster, and whether resulting in Total Loss or Partial Damage.	No. of Lives lost.	Wind.		Place.
									Direction.	Force.	
					At Sea—continued.						
n, 7 years	Dandy	43	3	Hartlepool	Shoreham	Unknown	Foundered; total -	3	Unknown		Between Hartlepool and Shoreham.
uisa, 16 rears.	Brig	154	9	Newport -	Cork -	Ballast -	Foundered (supposed); total.	9	Unknown		Between Newport and Cork.
bella Dobson, 2 rears.	Brig	193	8	Queenstown	Glasgow -	Unknown	Foundered (supposed); total.	8	Unknown		Between Queenstown and Glasgow.
rstery, unk.	Brigant[e]	162	7	Shields -	Dieppe -	Unknown	Foundered (supposed); total.	7	Unknown		Between Aldboro' and Dieppe.
ity, 35 rears.	Smack	54	7	Yarmouth -	Fishing -	Ballast -	Loss of spars; partial.	1	N.W.	5	Dogger Bank.
e, 4 years	Barque	244	12	Bergen -	Hong Kong	Pig lead, Fish, and ironware.	Loss of sails, &c.; partial.	1	Variable	9	Off the E. coast.
y Douglas, 42 years.	Brig -	156	8	Bathurst (River Gambia).	England	Ground nuts and wine, 1 passenger.	Loss of masts, &c.; partial.	1	W.N.W.	11	About 20 miles S.W. of St. Catherine's light.
ry Ann Matilda, 1 rear.	Smack	41	7	Great Yarmouth.	Fishing -	Ballast -	Loss of spars, &c.; partial.	1	Unknown		About 40 miles E.N.E. of Yarmouth.
f, unk. -	Barque	343	11	Montreal -	Boston - (Lincolnshire).	Indian corn	Foundered (supposed); total.	11	Unknown		Between Falmouth and Boston.
liant, 25 years.	Brig -	179	6	Neath -	Honfleur	Coal -	Foundered; total -	1	N.E.	8	12 miles N. of Scilly.
incess Alexandra, 5 years.	Schooner	427	23	Sunderland	Limerick	Coal -	Explosion; partial	1	N.N.W.	8	N. Foreland, bearing S.W. by W. 18 miles.
rdstiernen, new.	Barque	353	12	Newport -	Havannah	Steam coal	Burned; total -	1	S.S.W.	1	36 miles W. of Scilly.
rie Louisa, 20 years.	Cutter	34	3	Par -	Runcorn	Unknown	Foundered; total -	3	Unknown		Between Par and Runcorn.
illiam, 30 years.	Ketch	48	4	Great Yarmouth.	Newcastle	Wheat -	Foundered (supposed); total.	4	Unknown		Between Gt. Yarmouth and Newcastle.
urrier, unk.	Brigant[e]	Unk.	Unk., say 6.	Unknown -	Unknown	Unknown	Stranded; total -	Supp[d] 6	S.	9	Between West Dale and St. Ann's Head.
vice, 8 years.	Smack	34	6	Great Yarmouth.	Fishing -	Ballast -	Foundered (supposed); total.	6	S.W.	9	North Sea.
known, unknown.	Brig -	Unk.	Unk., say 9.	Unknown -	Unknown	Unknown	Foundered; total -	Supp[d] 9	S.W.	10	S.E. part of Botney, North Sea.
ring Flower, 43 years.	Brigant[e]	196	6	N. Shields -	London -	Coal -	Foundered (supposed); total.	6	Unknown		Between Shields and London.
inotaur, 2 years.	Sloop	55	5	North Sea -	Fishing -	Ballast -	Foundered; total -	5	Unknown		Off the Yorkshire coast.
esperus, 27 years.	Brigant[e]	149	6	Skerries -	Unknown	Unknown	Foundered (supposed); total.	6	Unknown		Unknown.

				Cargo.	Ballast.	Unknown.	Total.	Partial.		
TOTAL -	39	5,614	289	21	9	9	27	12	161	

Table 23. STATEMENT of the Number of Lives lost in certain DISTRICTS OF THE COASTS of the U Kingdom, distinguishing those lost by Wrecks and Casualties on the Coasts from those lost at Sea o Coasts, and those lost through Collisions, during the Ten Years ended December 1868.

Districts.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	Total.
Fern Islands to Flamborough Head - -	12	25	147	9	3	35	68	40	30	8	377
Flamborough Head to the North Foreland -	72	107	111	68	54	69	45	117	152	33	828
North Foreland to St. Catherine's Point - -	102	31	49	1	18	3	9	24	35	23	295
St. Catherine's Point to Start Point - -	25	12	1	20	3	—	23	67	14	11	176
Start Point to the Land's End - - -	25	12	15	36	7	1	20	47	108	60	331
Land's End to Hartland Point, including Scilly	145	10	23	29	36	11	36	78	58	46	472
Hartland Point to St. David's Head - -	126	82	33	102	16	38	29	87	61	74	648
St. David's Head and Carnsore Point to Lambay Island and Skerries, Anglesea - -	472	3	90	64	55	3	46	19	54	50	856
Skerries and Lambay to Fair Head and Mull of Cantire - - - - -	537	50	144	44	45	90	93	79	165	138	1,385
Cape Wrath to Buchan-ness - - -	8	44	19	26	4	41	29	31	14	26	242
Buchan-ness to Fern Islands - - - -	37	21	9	5	13	72	60	1	9	20	247
All other parts of the coasts - - -	6	62	80	83	76	48	102	88	135	88	768
Lives lost on the coasts - - -	1,567	459	721	487	330	411	560	678	835	577	6,625
Lives lost at Sea off the coasts - -	21	6	74	149	249	14	85	91	338	161	1,188
Lives lost through Collisions - - -	59	72	89	54	41	91	53	127	160	86	832
Total Number of Lives lost - -	1,647	537	884	690	620	516	698	896	1,333	824	8,645

1864, 1865, 1866, 1867, and 1868, distinguishing the MEANS by which they were saved.

By what means saved.	January.													February.												March.											
	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
By life boats	43	182	8	26	42	44	22	72	52	9	67	109	65	8	6	25	6	60	532	14	5	49	38	26	22	30	22	132	18	38	7	32	8	51	13	27	65	39	29
By rocket and mortar apparatus, and assistance with ropes, &c. from shore	19	149	35	2	74	37	52	12	12	110	147	139	66	24	–	24	–	24	151	–	4	–	11	63	8	22	17	61	30	35	19	29	30	84	12	55	17	113	–
By luggers, Coast Guard boats, and small craft	57	94	55	55	103	11	53	96	51	91	148	89	74	79	162	39	27	55	109	29	21	24	25	58	29	39	27	44	112	36	16	45	120	36	11	25	73	40	25
By ships and steam boats	118	26	17	44	170	114	68	391	69	179	208	148	148	44	14	32	144	44	166	44	44	128	97	75	83	150	19	37	21	92	23	87	148	41	317	42	52	114	75
By ships own boats	–	–	–	–	283	221	182	192	222	252	402	510	389	–	–	–	–	261	336	203	116	142	146	131	124	125	–	–	–	–	145	100	139	101	84	79	279	373	116
By individual exertion	–	6	–	–	–	1	5	–	–	–	1	4	6	12	–	8	–	–	4	2	–	–	4	2	–	–	–	–	–	–	–	3	–	3	–	–	2	9	–
By other means	–	–	–	–	–	48	70	95	9	75	93	293	207	–	–	–	–	–	148	17	3	32	26	11	62	124	–	–	–	–	–	156	70	25	7	–	36	84	7
TOTAL	237	457	115	127	672	476	452	858	415	716	1,066	1,292	955	167	182	128	177	444	1,446	309	193	375	347	366	328	490	85	274	181	201	210	452	515	341	444	228	524	772	252

(*Continued.*)

By what means saved.	April.													May.											
	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
By life boats	12	18	28	23	18	6	134	7	–	15	17	31	20	–	14	–	–	19	–	15	6	8	18	–	19	–
By rocket and mortar apparatus, and assistance with ropes, &c. from shore	36	8	27	34	14	4	99	12	–	5	30	11	25	–	2	11	–	29	–	4	23	10	4	–	6	–
By luggers, Coast Guard boats, and small craft	46	18	259	23	62	1	23	19	7	16	24	34	14	687	8	24	12	84	–	3	55	–	2	5	60	465
By ships and steam boats	3	53	46	52	27	29	40	75	100	15	57	55	31	15	20	–	5	73	19	58	47	21	31	45	35	10
By ships own boats	–	–	–	–	101	29	107	70	55	82	95	159	91	–	–	–	–	83	136	103	67	40	58	56	303	108
By individual exertion	–	–	7	5	–	–	–	–	–	–	–	–	–	1	–	–	–	7	–	–	–	–	–	–	–	–
By other means	–	–	–	–	–	10	14	165	–	5	–	62	37	–	–	–	–	–	–	7	6	–	–	–	11	24
TOTAL	97	97	367	137	222	79	417	348	162	138	223	352	218	703	44	35	17	295	155	190	204	79	113	106	434	607

Table 24—*Continued.*

By what means saved.	June.													July.												
	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
By life boats	–	5	–	–	23	–	–	16	2	4	20	–	–	8	–	7	–	–	12	–	–	–	–	1	–	9
By rocket and mortar apparatus, and assistance with ropes, &c. from shore	4	1	–	–	58	4	8	–	–	–	9	–	–	4	4	–	–	–	–	–	8	–	8	–	16	–
By luggers, Coast Guard boats, and small craft	16	8	16	511	16	2	13	21	3	12	2	4	4	13	20	9	7	1	–	44	3	16	2	19	9	16
By ships and steam boats	–	229	–	7	10	21	26	23	19	4	17	32	4	–	–	8	14	4	10	34	8	40	35	24	21	22
By ships own boats	–	–	–	–	78	83	36	25	39	45	126	73	71	–	–	–	–	33	58	37	29	57	29	260	131	26
By individual exertion	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	2	–	–	–	–	–	–	–	–	–	–
By other means	–	–	–	–	–	–	3	6	–	6	–	18	17	–	–	–	–	–	3	4	28	2	–	26	3	3
TOTAL	20	243	16	518	186	110	86	91	63	71	174	127	96	25	24	26	21	38	83	119	76	115	74	330	180	76

(*Continued.*)

By what means saved.	August.													September.												
	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
By life boats	–	–	13	7	2	–	–	11	5	5	–	–	31	18	2	15	22	22	19	18	19	7	–	13	4	97
By rocket and mortar apparatus, and assistance with ropes, &c. from shore	–	–	–	–	16	–	5	–	–	5	3	–	29	61	–	5	27	18	7	14	12	3	–	42	10	25
By luggers, Coast Guard boats, and small craft	30	6	18	20	29	5	9	9	9	23	10	8	45	81	23	18	22	73	9	6	22	18	4	22	20	27
By ships and steam boats	1	29	31	21	49	31	12	45	56	26	172	35	71	128	–	9	43	76	101	59	113	85	11	90	30	70
By ships own boats	–	–	–	–	50	69	87	75	34	66	101	55	185	–	–	–	–	67	100	64	98	96	355	173	100	183
By individual exertion	–	–	–	–	–	–	–	–	–	–	–	–	–	8	–	9	–	–	–	–	–	–	–	–	–	–
By other means	–	–	–	–	–	14	6	56	25	12	–	7	91	–	–	–	–	–	17	12	19	–	–	32	7	30
TOTAL	31	35	62	48	146	119	119	196	129	137	286	105	452	296	25	56	114	256	253	173	283	209	370	372	171	432

By what means saved.	October.													November.											
	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
By life boats	–	8	16	36	26	–	37	45	35	79	18	35	27	219	31	35	79	44	87	14	17	79	92	74	75	44
By rocket and mortar apparatus, and assistance with ropes, &c. from shore	15	12	35	123	55	6	40	49	47	83	22	31	7	34	3	40	32	62	173	–	15	110	44	41	32	17
By luggers, Coast Guard boats, and small craft	59	70	74	106	58	5	51	81	58	40	16	12	18	48	43	57	128	89	81	16	71	52	20	30	53	16
By ships and steam boats	27	25	63	146	101	75	331	162	211	111	62	284	70	35	11	95	129	107	221	93	178	139	176	81	49	55
By ships own boats	–	–	–	–	138	101	170	139	199	238	139	201	137	–	–	–	–	197	201	194	135	325	154	238	179	129
By individual exertion	–	–	–	1	5	–	6	4	4	–	–	–	–	–	–	–	–	–	9	–	–	14	2	–	–	–
By other means	–	–	–	–	–	17	66	61	44	102	17	46	29	–	–	–	–	–	115	56	61	43	79	110	57	18
TOTAL	101	115	188	412	383	204	701	541	598	653	274	609	288	336	88	227	368	499	887	373	477	762	567	574	445	279

G 2

(*Continued.*)

By what means saved.	December.													TOTAL.											
	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
By life boats	32	–	41	54	63	11	65	256	56	109	52	119	66	362	398	206	291	326	743	327	505	306	396	353	453	418
By rocket and mortar apparatus, and assistance with ropes, &c. from shore	48	3	3	7	39	36	58	138	2	84	142	108	50	262	243	210	260	408	447	310	357	196	409	516	474	241
By luggers, Coast Guard boats, and small craft	41	16	38	62	49	30	40	142	14	63	32	120	25	1,184	512	719	1,009	635	298	407	576	263	323	439	478	768
By ships and steam boats	17	63	72	69	85	97	169	373	104	187	90	223	95	407	507	394	766	769	971	1,082	1,500	1,289	914	973	1,109	801
By ships own boats	–	–	–	–	109	126	166	407	86	264	275	336	327	–	–	–	–	*1,545	1,560	1,488	1,454	1,379	1,768	2,275	2,544	1,887
By individual exertion	7	2	–	–	1	11	–	6	–	–	–	–	–	28	8	26	6	14	28	13	13	18	6	5	13	6
By other means	–	–	–	–	–	49	87	166	6	41	50	124	63	–	–	–	–	–	*577	412	691	168	346	375	774	650
TOTAL	145	84	154	192	346	360	585	1,488	268	748	641	1,030	626	2,243	1,668	1,555	2,332	3,697	4,624	4,039	5,096	3,619	4,162	4,936	5,845	4,771

* No records kept for former years.

Table 25. List of LIFE BOATS on the Coasts of the United Kingdom, distinguishing the PLACE where each Boat is stationed, and the Persons, Committees, &c., having the MANAGEMENT thereof; geographically arranged.

Name of Coast Guard Division or Receiver's District.	Name of Station.	No. of Boats.	Management.
	GREAT BRITAIN.		
Kirkwall	Stromness	1	National Life Boat Institution.
Wick	Scrabster	1	Do.
	Wick	1	British Fisheries.
Banff	Lossiemouth	1	National Life Boat Institution.
	Buckie	1	Do.
	Banff	1	Do.
Fraserburgh	Fraserburgh	1	Do.
Aberdeen	Peterhead	1	Do.
	Aberdeen	2	Harbour Commissioners.
Montrose	Stonehaven	1	National Life Boat Institution.
	Montrose	1	Harbour Commissioners.
	Arbroath	1	National Life Boat Institution.
Dundee	Buddon Ness	1	Do.
	Broughty Ferry	1	Do.
Elie	St. Andrews	1	Do.
	Boar Hills	1	Private Persons.
	Anstruther	1	National Life Boat Institution.
Leith	North Berwick	1	Do.
	Dunbar	1	Do.
Berwick	Spittal	1	Do.
	Holy Island	2	Do.
	N. Sunderland	1	Do.
	Boulmer	1	Do.
	Alnmouth	1	Do.
	Hauxley	1	Do.
Sunderland	Newbiggin	1	Do.
	North Blyth	1	Do.
	Blyth Haven	1	Do.
	Cullercoats	1	Do.
	Tynemouth	2	Do.
	Shields	3	Harbour Commissioners.
	Whitburn	1	National Life Boat Institution.
	Roker	1	River Wear Commissioners.
	Sunderland	2	Do.
	Ditto	1	National Life Boat Institution.
	Hartlepool	4	Hartlepool Life Boat Society and Seamen, but subsidized by Board of Trade.
	Ditto	2	Harbour Commissioners.
	Stanton Beach	1	Do.
	Seaton Carew	1	National Life Boat Institution.
Whitby	Middlesboro'	1	Do.
	Redcar	1	Do.
	Ditto	1	Local Subscribers.
	Saltburn	1	National Life Boat Institution.
	Runswick	1	Do.
	Upgang	1	Do.
	Whitby	1	Do.
	Ditto	1	Fishermen.
	Robin Hood's Bay.	1	Local Subscribers and Whitby Commissioners.
Bridlington	Scarborough	1	National Life Boat Institution.
	Filey	1	Do.
	Bridlington Quay.	1	Do.
	Ditto	1	Fishermen.
	Hornsea	1	National Life Boat Institution.
	Withernsea	1	Do.
Patrington	Spurn Point	1	Hull Trinity House.
Grimsby	Cleethorpes	1	National Life Boat Institution.
Grimsby—*cont.*	Donna Nook	1	National Life Boat Institution.
	Theddlethorpe	1	Do.
	Sutton	1	Do.
	Skegness	1	Do.
Wells	Hunstanton	1	Do.
	Blakeney	1	Do.
Cromer	Sherringham	1	Do.
	Cromer	1	Do.
	Mundesley	1	Do.
	Bacton	1	Do.
	Hasborough	1	Do.
	Palling	1	Do.
Gt. Yarmouth	Winterton	1	Do.
	Scratby	1	Boatmen.
	Caistor	2	National Life Boat Institution.
	Yarmouth	2	Do.
	Gorleston	2	Boatmen.
	Do.	1	National Life Boat Institution.
	Lowestoft	1	Do.
	Pakefield	1	Do.
	Do.	1	Private Persons.
	Kessingland	1	Boatmen.
	Do.	1	National Life Boat Institution.
	Southwold	2	Do.
Aldborough	Thorpness	1	Do.
	Aldborough	1	Do.
Ramsgate	Margate	1	Boatmen
	Do.	1	National Life Boat Institution.
	Kingsgate	1	Do.
	Broadstairs	1	Do.
	Do.	1	Boatmen.
	Do.	1	Harbour Trustees.
	Ramsgate	1	Board of Trade.
Deal	North Deal	1	National Life Boat Institution.
	Walmer	1	Do.
	Kingsdown	1	Do.
Folkestone	Dover	1	Do
	Littlestone	1	Do.
Hastings	Camber	1	Do.
	Winchelsea	1	Do.
	Hastings	1	Do.
Holywell	Eastbourne	1	Do.
Brighton	Newhaven	1	Do.
	Brighton	1	Do.
	Shoreham	1	Do.
	Worthing	1	Do.
Bognor	Selsey	1	Do.
	Chichester Harbour.	1	Do.
Southsea	Hayling Island	1	Do.
Ryde	Bembridge	1	Do.
S. Yarmouth	Brixton	1	Do.
	Brooke	1	Do.
Swanage	Poole	1	Do.
	St. Alban's Head.	1	Do.
	Kimmeridge	1	Do.
Lyme	Lyme Cobb	1	Do.
Exmouth	Exmouth	1	Do.
	Teignmouth	1	Do.
Dartmouth	Brixham	1	Do.
Plymouth	Stonehouse Point.	1	Do.
	Looe	1	Do.
Fowey	Polkerris	1	Do.
Falmouth	Falmouth	1	Do.
	Cadgwith	1	Do.
	Lizard	1	Do.
	Mullion	1	Do.
	Porthleven	1	Do.
Penzance	Penzance	1	Do.
	Sennen Cove	1	Do.

GREAT BRITAIN—*continued.*

Table 25—*continued.*

ame of Coast uard Division r Receiver's District.	Name of Station.	No. of Boats.	Management.
	GREAT BRITAIN—*continued.*		
nzance—*cont.*	St. Ives	1	National Life Boat Institution.
ayle	Hayle	1	Do.
dstow	New Quay	1	Do.
	Padstow	1	Do.
	Bude Haven	1	Do.
rnstaple	Appledore	1	Do.
	Saunton Sands	1	Do.
	Ilfracombe	1	Do.
idgewater	Burnham	1	Do.
ansea	Penarth	1	Do.
	Porthcawl	1	Do.
	Mumbles	1	Do.
	Pembrey	1	Do.
	Ferry Side	1	Do.
lford	Tenby	1	Do.
	Angle	1	Do.
	Goodwick	1	Do.
	St. Dogmaels	1	Do.
	New Quay	1	Do.
erystwith	Aberystwith	1	Do.
	Aberdovey	1	Do.
	Barmouth	1	Do.
ernarvon	Criccieth	1	Do.
	Porthdynllaen	1	Do.
	Llanddwyn	1	Do.
ngor	Rhoscolyn	1	Do.
	Holyhead	1	Do.
	Cemlyn	1	Do.
	Bull Bay	1	Do.
	Moelfre	1	Do.
	Penmon	1	Do.
	Llandudno	1	Do.
	Rhyl	2	Do.
ester	Point of Air	2	Mersey Dock Trustees.
	Helbre Isld.	1	Do.
	Hoylake	1	Do.
	New Brighton	2	National Life Boat Institution.
	Liverpool	2	Mersey Dock Trustees.
	Formby	1	Do.
	Southport	1	National Life Boat Institution.
etwood	Lytham	1	Do.
	Blackpool	1	Do.
	Fleetwood	1	Do.
	Piel Island	1	Do.
	Whitehaven	1	Do.
	Maryport	1	Do.
	Silloth	1	Do.
mfries	Kirkcudbright	1	Do.
Stranraer	Port Logan	1	National Life Boat Institution.
Ayr	Girvan	1	Do.
	Ayr	1	Do.
Greenock	Irvine	1	Do.
	Ardrossan	1	Harbour Commissioners, but subsidized by Board of Trade.
Campbeltown	Campbeltown	1	National Life Boat Institution.
	IRELAND.		
Carn	Greencastle	1	National Life Boat Institution.
Ballycastle	Portrush	1	Do.
Donaghadee	Groomsport	1	Do.
	Ballywalter	1	Do.
Newcastle	Tyrella	1	Do.
	Newcastle	1	Do.
Dundalk	Blackrock	1	Do.
	Drogheda	1	Do.
Malahide	Skerries	1	Do.
Howth	Howth	1	Do.
Dublin	Ringsend	1	Do.
	Kingstown	1	Do.
Arklow	Wicklow	1	Do.
	Arklow	1	Do.
	Courtown	1	Do.
	Cahore	1	Do.
Wexford	Wexford	2	Do.
	Carnsore	1	Do.
Waterford	Tramore	1	Do.
Youghal	Ballinacourty	1	Do.
	Ardmore	1	Do.
	Youghal	1	Do.
Queenstown	Ballycotton	1	Do.
	Queenstown	1	Do.
Kinsale	Courtmacsherry	1	Do.
Knightstown	Valentia	1	Do.
	ISLE OF MAN.		
Fleetwood	Ramsey	1	Do.
	Douglas	1	Do.
	Castletown	1	Do.
	CHANNEL ISLANDS.		
	Guernsey	1	Do.

	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1857.	1868.
ife Boats	127	124	141	149	158	173	179	179	178	186	192	207	222	228

Number of Boats under the management of the National Life Boat Institution - - - 188
Number of Boats under other management, 6 of which are subsidized by the Board of Trade - 40

Total - - - - 228

Note.—During the year 1868 a Life Boat at Gorleston belonging to the boatmen was removed from its station. Seven additional Boats were placed at the following stations, viz.: Cleethorpes, Broadstairs, Kimmeridge, Angle, Rhyl, Ramsey, and Douglas.
The Board of Trade now (since March 1868) make an annual contribution to the funds of the Royal National Life Boat Institution, eu of paying a subsidy in respect of certain boats.

Table 26. List of Stations of the ROCKET AND MORTAR APPARATUS on the Coasts of the United Kingdom belonging to the Board of Trade, and in the Charge and Management of the Coast Guard; geographically arranged.

Name of Coast Guard Division or Receiver's District.	Station.	Description of Apparatus.
GREAT BRITAIN.		
Lerwick	Lerwick	Rocket.
Kirkwall	Stromness	Do.
Wick	Scrabster	Do.
	Scarfskerry	Do.
	Wick	Do.
Banff	Burghead	Do.
	Lossiemouth	Do.
	Buckie	Rocket and Mortar.
	Cullen	Rocket.
	Portsoy	Rocket and Mortar.
	Banff	Do. do.
Fraserburgh	Fraserburgh	Do. do.
	Inverallochy	Rocket.
	Rattray Head	Do.
Aberdeen	Peterhead	Rocket and Mortar.
	Collieston	Do. do.
	Bridge of Don	Do. do.
	Aberdeen—	
	N. side of Harbour	Do. do.
	S. side of Harbour	Do. do.
	Midway between Harbour and River Don	Rocket.
	Cove Bay	Rocket and Mortar.
Montrose	Stonehaven	Do. do.
	Johnshaven	Rocket.
	Montrose	Do.
	Uzon	Do.
	Arbroath	Do.
	Westhaven	Do.
Elie	St. Andrew's	Do.
	Crail	Do.
	Elie	Rocket and Mortar.
Leith	North Berwick	Rocket.
	Dunbar	Rocket and Mortar.
	Thornton Loch	Rocket.
	Redheugh	Do.
Berwick	Eyemouth	Do.
	Burnmouth	Do.
	Berwick	Do.
	Spittal	Do.
	Holy Island	Rocket and Mortar.
	Old Law	Rocket.
	Bamboro' Castle	Do.
	Beadnel	Do.
	Newton	Rocket and Mortar.
	Craster	Rocket.
	Boulmer	Do.
	Almouth	Do.
	Amble, North Side	Do.
	„ South Side	Do.
Sunderland	Newbiggin	Do.
	Blyth Haven	Rocket and Mortar.
	Seaton Sluice	Rocket.
	Cullercoats	Rocket and Mortar.
	Tynemouth	Do. do.
	Shields, S.	Do. do.
	Marsden	Rocket.
	Whitburn	Do.
	Roker	Do.
	Sunderland, S. Pier	Do.
	„ Sea Outlet	Do.
	„ Watchhouse	Do.
	Seaham	Do.
	Hawthorn Hive	Do.
	Blackhalls	Do.
	Hartlepool	Rocket and Mortar.
	Seaton Carew	Rocket.
Whitby	Coatham	Do.
	Saltburn	Do.
	Staithes	Do.
	Kettleness	Do.
	Sandsend	Do.
	Whitby	Rocket and Mortar.
	Robin Hood's Bay	Rocket.
Bridlington	Burniston	Do.
	Scarborough	Rocket and Mortar.
	Cayton	Rocket.
	Filey	Rocket and Mortar.
	Flambro' Head	Do. do.
Bridlington—*cont.*	Bridlington	Rocket and Mortar.
	Ulrome	Do. do.
	Hornsea	Do. do.
	Cowden	Rocket.
	Aldborough	Do.
	Sandlemere	Rocket and Mortar.
Patrington	Holmpton	Rocket.
	Easington	Do.
Grimsby	Cleethorpes	Rocket and Mortar.
	Saltfleet	Rocket.
	Oliver's Gap	Mortar.
	Huttoft	Do.
	Chapel	Do.
	Skegness	Do.
Cromer	Weybourne	Rocket and Mortar.
	Sherringham	Do. do.
	Cromer	Do. do.
	Side-Strand	Rocket.
	Mundesley	Rocket and Mortar.
	Bacton	Do. do.
	Hasboro'	Do. do.
	Palling	Do. do.
North Yarmouth	Winterton	Do. do.
	Caistor	Do. do.
	Great Yarmouth	Do. do.
	Gorleston	Do. do.
	Corton	Rocket.
	Lowestoft	Rocket and Mortar.
	Kessingland	Do. do.
	Covehithe	Rocket.
	Southwold	Rocket and Mortar.
Aldborough	Dunwich	Rocket.
	Sizewell Gap	Mortar.
	Thorpness	Rocket.
	Aldborough	Rocket and Mortar.
	Orfordness	Rocket.
	Orford Haven	Rocket and Mortar.
Harwich	Landguard Fort	Mortar.
Ramsgate	Newgate	Rocket.
Deal	St. Margaret's Bay	Do.
Folkestone	Casemates	Mortar.
	Folkestone	Rocket.
	Dymchurch	Rocket and Mortar.
Dungeness	No. 2 Battery	Rocket.
	Dungeness	Do.
	Lydd	Do.
	Jury's Gap	Do.
Hastings	Camber	Do.
	31 Tower	Do.
	39 Tower	Mortar.
	Pevensey	Rocket.
Holywell	Eastbourne	Do.
	Birling Gap	Mortar.
Brighton	Blatchington	Do.
	Newhaven	Rocket.
	Greenway	Mortar.
	Brighton	Rocket.
	Shoreham	Do.
Ryde	Ventnor	Do.
South Yarmouth	Reeth	Do.
	St. Catherine's Point	Do.
	Atherfield	Do.
	Brixton	Do.
	Brooke	Do.
Lymington	Barton Cliff	Do.
Bournemouth	Tuckton	Do.
Swanage	Swanage	Do.
	St. Alban's Head	Do.
	Kimmeridge	Do.
Weymouth	Portland	Do.
	Wyke	Do.
Abbotsbury	Langton	Mortar.
	Abbotsbury	Rocket.
	Burton	Mortar.
Lyme	Bridport	Do.
	Lyme Cobb	Rocket.
	Beer	Do.
Exmouth	Sidmouth	Do.
	Budleigh Salterton	Do.
	Exmouth	Do.

Table 26—*continued.*

Name of Coast Guard Division or Receiver's District.	Station.	Description of Apparatus.
	GREAT BRITAIN—*continued.*	
artmouth	Paignton	Mortar.
	Brixham	Rocket.
	Torcross	Mortar.
lcombe	Rickham	Rocket.
	Challabro'	Do.
ymouth	Mount Batten	Do.
	Port Wrinkle	Do.
wey	Polruan	Do.
	Gerran's Bay	Do.
lmouth	Falmouth	Do.
	Coverack	Do.
	Lizard	Do.
	Mullion	Do.
	Porthleven	Do.
enzance	Prussia Cove	Do.
	*Marazion	Do.
	Penzance	Do.
	Mousehole	Do.
	Sennen Cove	Do.
	Pendeen Cove	Do.
	St. Ives	Do.
layle	Hayle	Do.
t. Agnes	Portreath	Mortar.
	St. Agnes	Rocket.
adstow	Newquay	Do.
	Mawgan Porth	Do.
	Trevose Head	Do.
	Padstow:	
	Cregmore	Do.
	West Blockhouse Fort.	Do.
	St. Trebeatherick	Rocket and Mortar.
	Port Isaac	Rocket.
	Boscastle	Do.
	Budehaven	Do.
Barnstaple	Clovelly	Rocket and Mortar.
	Appledore	Rocket.
	Saunton	Rocket and Mortar.
	Morthoe	Do. do.
	Ilfracombe	Rocket.
	Lynmouth	Rocket and Mortar.
Swansea	Penarth	Rocket.
	Barry Island	Rocket and Mortar.
	Monknash	Rocket.
	Porthcawl	Do.
	Mumbles	Do.
	Oxwich	Do.
	Pembrey	Mortar.
Milford	Tenby	Rocket.
	Castle Tank	Mortar.
	Angle	Rocket and Mortar.
	Runway's Kiln	Rocket.
	St. David's	Mortar.
	Goodwick	Rocket.
	Newport	Do.
	St. Dogmaels	Do.
	Newquay	Rocket and Mortar.
Carnarvon	Porthdynllaen	Mortar.
Bangor	Holyhead	Rocket.
	Do. (Breakwater)	Mortar.
	Amlwch	Rocket.
Fleetwood	Fleetwood	Do.
	Whitehaven	Do.
	Maryport	Do.
Stranraer	Drumore	Do.
	Port Logan	Do.
	Port Patrick	Do.
Ayr	Ayr	Do.
Greenock	Ardrossan	Do.
	IRELAND.	
Donaghadee	Groomsport	Rocket and Mortar.
	Roddens	Mortar.
Newcastle	Annalong	Rocket.
Dundalk	Clogher Head	Do.
Malahide	Balbriggan	Do.
	Skerries	Do.
	Portrane	Do.
	Malahide	Do.
Howth	Howth	Do.
Dublin	Kingstown	Rocket and Mortar.
	Bray	Rocket.
	Greystones	Do.
Arklow	Five Mile Point	Do.
	Wicklow	Do.
	Jack's Hole	Do.
	Arklow	Do.
	Kilmichael	Do.
	Courtown	Do.
	Cahore	Do.
Wexford	Morris Castle	Do.
	Curracloe	Do.
	Rosslare	Do.
	Carnsore Point	Do.
	Kilmore	Do.
	Bar of Lough	Do.
Waterford	Fethard	Do.
	Ballymacaw	Do.
	Tramore	Do.
	Bonmahon	Rocket and Mortar.
Youghal	Ardmore	Rocket.
	Youghal	Do.
Queenstown	Ballycotton	Do.
	Ballycroneen	Do.
	Poor Head	Do.
Kinsale	Robert's Cove	Do.
	Oyster Haven	Do.
	Old Head of Kinsale	Do.
	Courtmacsherry	Do.
	Barry's Cove	Do.
	Dirk Cove	Do.
	Ross Carberry	Do.
Skibbereen	Milk Cove	Do.
	Castletownsend	Do
	Baltimore	Do.
	Crookhaven	Do.
Knightstown	Knightstown	Do.
Dingle	Dingle	Do.
Killybegs	Killybegs	Do
Rutland	Portnoo	Do.
	SCILLY ISLANDS.	
Scilly	St. Mary's	Do.
	LUNDY ISLAND.	
Barnstaple	Lundy Island	Do.
	ISLE OF MAN.	
Fleetwood	Peel	Do.
	Ramsey	Do.
	Douglas	Do.
	Castletown	Do.

Number of Stations.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
In England and Wales	140	157	156	167	166	167	167	166	169	177	182	185
In Ireland	34	37	37	41	41	42	43	44	46	48	48	49
In Scotland	24	22	23	25	28	29	29	32	33	36	40	41
In Isle of Man	—	—	—	—	—	—	—	1	1	4	4	4
Total	**198**	**216**	**216**	**233**	**235**	**238**	**239**	**243**	**249**	**265**	**274**	**279**

Note.—During the year 1868 new Stations were established at Inverallochy, Falmouth, Marazion, West Blockhouse Fort (Padstow), Runway's Kiln, and Tramore, and a Rocket Apparatus has been supplied to Morthoe, Lynmouth, Groomsport, and Bonmahon, at each of which Stations there was previously only a Mortar. The Rocket Apparatus formerly at Hastings has been removed to Pevensey; that formerly at St. Lawrence to Ventnor and that formerly at Ventry to Dingle and the old Stations have been abolished. The Station at Skinningrove has also been abolished.

* Some parts of the Apparatus were not supplied to this Station until 1869.

Table 27. LIST of STATIONS on the Coasts of the United Kingdom to which LIFE BELTS and LINES have been supplied.

District or Division.	Station.
GREAT BRITAIN.	
Lerwick	Lerwick.
Cromarty	Cromarty.
	Kessock Ferry.
Banff	Burghead.
	Lossiemouth.
	Buckie.
	Portsoy.
	Banff.
Fraserburgh	Gardenstown.
	Pennant.
	Rosehearty.
	Fraserburgh.
	Inverallochy.
	Rattray Head.
Aberdeen	Peterhead.
	Belhelvie.
	Bridge of Don.
	Cove Bay.
	Muchals.
Montrose	Katerline.
	Uzon.
	Redcastle.
	Auchmuthie.
	Westhaven.
Elie	St. Andrew's.
	Crail.
	Anstruther.
	Elie.
Leith	North Queensferry.
	North Berwick.
	Dunbar.
	Redheugh.
Berwick	Burnmouth.
	Berwick.
	Spittal.
	Holy Island.
	Bamboro' Castle.
	North Sunderland.
	Newton.
	Craster.
	Alnmouth.
	Amble, South Side.
Sunderland	Newbiggin.
	Blyth Haven.
	Seaton Sluice.
	Cullercoats.
	Tynemouth.
	South Shields.
	Marsden.
	Whitburn.
	Roker.
	Sunderland.
	Hartlepool.
	Seaton Carew.
Whitby	Coatham.
	Saltburn.
	Skinningrove.
	Staithes.
	Runswick.
	Kettleness.
	Whitby.
	Robin Hood's Bay.
Bridlington	Burniston.
	Scarborough.
	Cayton.
	Filey.
	Flambro' Head.
	Bridlington Quay.
	Ulrome.
	Hornsea.
	Cowden.
	Aldborough.
	Sandlemere.
Patrington	Holmpton.
	Easington.
Barton	Ferriby Sluice.
	Barton.
	Killingholme.
Grimsby	Cleethorpes.
	Tetney Lock.
	Donna Nook.
	Horse Shoe Point.
	Saltfleet.
	Mablethorpe.
	Sutton.
	Huttoft.
	Chapel.
	Skegness.
	Gibraltar Point.
Wells	Hunstanton.
	Brancaster.
	Burnham.
	Wells.
	Eastern Marsh.
	Morston.
	Cley.
Cromer	Weybourne.
	Sherringham.
	Cromer.
	Mundesley.
	Bacton.
	Happisburgh.
	Palling.
N. Yarmouth	Winterton.
	Caistor.
	Lowestoft.
	Kessingland.
	Southwold.
Aldborough	Dunwich.
	Misner Haven.
	Sizewell Gap.
	Thorpeness.
	Aldborough.
	Orfordness.
	Orford Haven.
Harwich	Woodbridge.
	Harwich.
	Walton Gap.
	Clacton Wash.
Sheerness	Sheerness.
	Shellness.
Whitstable	Whitstable.
	Tankerton.
	Swale Cliff.
	Herne Bay.
	Bishopstone.
	Reculvers.
Ramsgate	St. Nicholas.
	Epple Bay.
	West Gate.
	Newgate.
	Kingsgate.
	Broadstairs.
	Pegwell Bay.
Deal	Shingle End.
	2 Battery.
	1 Battery.
	North End.
	Walmer.
	Kingsdown.
	St. Margaret's Bay.
Folkestone	Casemates.
	Lydden Spout.
	Pelter.
	Folkestone.
Folkestone—*cont.*	Sandgate.
	Hythe.
	Brockman's Barn.
	23 Tower.
	24 Tower.
	27 Tower.
	Romney.
Dungeness	2 Battery.
	1 Battery.
	Grand Redoubt.
	Dungeness.
	Gallaway.
	Lydd.
	Jury's Gap.
Hastings	Camber.
	Rye.
	Winchelsea.
	31 Tower.
	36 Tower.
	Haddocks.
	Fairlight.
	Ecclesbourne.
	Hastings.
	Priory.
	39 Tower.
	Galley Hill.
	Bexhill.
	Kewhurst.
	Pevensey.
	Langley.
Holywell	Eastbourne.
	Holywell.
	Birling Gap.
	Crow Link.
	Cuckmere.
Brighton	Bletchington.
	Newhaven.
	Greenway.
	Blackrock.
	Brighton.
	Hove.
	Fishersgate.
	Shoreham.
	Lancing.
	Worthing.
	Gorney.
Bognor	Kingston.
	Littlehampton.
	Elmer.
	Bognor.
	Pagham.
	Do. Harbour Detachment.
	Wallend.
	Selsey.
	Thorney.
	Old Thorney.
	Cockbush.
	Chichester Harbour.
Southsea	Hayling Island.
	Hayling Bridge.
	Langston Harbour.
	Southsea Castle.
	Gosport.
	Hardway.
	Clay Hall.
	Hill Head.
Southampton	Woolston.
Ryde	Ryde.
	Spring Vale.
	Sea View.
	Bembridge.
	Foreland.
	Sandown.
	Shanklin.
	Ventnor.

Table 27—*continued.*

District or Division.	Station.
Great Britain—*continued.*	
...h Yarmouth -	Reeth.
	St. Catherine's Point.
	Atherfield.
	Brixton.
	Brook.
	Freshwater.
	Totland.
	South Yarmouth.
...es - -	Newtown.
	Sticelett.
	East Cowes.
	Fishbourne.
...ington - -	Marchwood.
	Calshot Castle.
	Lepe.
	Beaulieu River.
	Pitts Deep.
	Lymington.
	Milford.
	Hurst Castle.
	Barton Cliff.
	Christchurch.
...rnemouth -	Tuckton.
	Bournemouth.
...nage - -	Branksea.
	Studland.
	Swanage.
	St. Alban's Head.
	Kimmeridge.
...mouth - -	Warborrow.
	Lulworth.
	Whitenose.
	Osmington.
	Preston.
	Weymouth.
	Portland.
	Hill.
	Wyke.
...otsbury - -	Langton.
	Abbotsbury.
	Burton.
...ne - -	Bridport.
	Chidcock.
	Lyme Cobb.
	Axmouth.
	Beer.
	Branscombe.
...mouth - -	Weston.
	Sidmouth.
	Budleigh Salterton.
	Exmouth.
	Dawlish.
	Teignmouth.
	Shaldon.
...tmouth - -	Babbicombe.
	Torquay.
	Paignton.
	Brixham.
	Man Sands.
	Kingswear.
	Dartmouth.
	Blackpool.
	Slapton Cellar.
	Tor Cross.
	Bee Sands.
	Hall Sands.
...combe - -	Prawle.
	Rickham.
	Salcombe.
	Hope Cove.
	Challabro'.
	Mothercomb.
...mouth - -	Yealm.
	Bovisand.
	Mount Batten.
	Stonehouse Point.

District or Division.	Station.
Great Britain—*continued.*	
Plymouth—*cont.* -	Cawsand.
	Polhawn Cove.
	Portwrinkle.
	Downderry.
	Looe.
Fowey - - -	Polperro.
	Fowey
	Polkerris.
	Porthpean.
	Mevagissey.
	Gorran Haven.
	Port Looe.
	Gerrans Bay.
Falmouth - - -	St. Mawes.
	Falmouth.
	Porthillick.
	Coverack.
	Cadgwith.
	Mullion.
	Gunwalloe.
	Porthleven.
Penzance -	Prussia Cove.
	Penzance.
	Mousehole.
	Sennen Cove.
	Pendeen Cove.
	St. Ives.
St. Agnes - -	Portreath.
	St. Agnes.
Padstow - -	New Quay.
	Mawgan Porth.
	Trevose Head.
	Padstow :—
	Cregmere.
	Padstow.
	West Blockhouse Fort.
	Trebeatherick.
	Port Isaac.
	Boscastle.
	Bude.
Barnstaple -	Appledore.
	Ilfracombe.
	Lynmouth.
Bridgewater -	Minehead.
	Watchet.
	Weeke River.
Swansea - - -	Penarth.
	Barry Island.
	Monknash.
	Porthcawl.
	Mumbles.
	Oxwich.
	Pembrey.
Milford - - -	Tenby.
	Castletank.
	Angle.
	Goodwick.
	Newport.
	St. Dogmaels.
	New Quay.
Bangor - - -	Carnarvon.
	Holyhead.
	Amlwch.
	Bangor.
	Conway.
	Rhyl.
Chester - -	Hoylake.
	Waterloo.
Fleetwood - -	Lytham.
	Piel Island.
	Whitehaven.

District or Division.	Station.
Great Britain—*continued.*	
Stranraer - -	Drumore.
	Port Logan.
	Port Patrick.
	Stranraer.
	Cairnryan.
Greenock - -	Lamlash.
	Gourock.
IRELAND.	
Ballycastle, Antrim -	Portrush.
	Port Balintrae
	Port Ballintoy.
	Ballycastle.
	Tort Head.
	Cushenden.
	Cushendall.
Carrickfergus -	Glendarm.
	Ballygally.
	Larne.
	Port Muck.
	Blackhead.
	Carrickfergus.
	Whitehouse.
Donaghadee - -	Cultra.
	Clandeboye.
	Bangor.
	Groomsport.
	Orlock Hill.
	Donaghadee.
	Millisle.
	Ballywalter.
	Roddens.
	Bur Point.
	Cloghy.
Strangford - -	Tara.
	Portaferry.
	Strangford.
	Killard.
	Gunn's Island.
Newcastle - -	Ardglass.
	Killough.
	Tyrella.
	Dundrum.
	Newcastle.
	Annalong.
	Leestones.
Carlingford - -	Cranfield.
	Killoween.
	O'Meath.
	Carlingford.
	Greenore.
Dundalk - -	Giles Quay.
	Soldiers' Point.
	Dunany Point.
	Clogher Head.
Malahide - -	Nanny Water.
	Balbriggan.
	Skerries.
	Rush.
	Portrane.
	Lambay Island.
	Malahide.
	Baldoyle.
Howth - - -	Howth.
Dublin - -	Clontarf.
	Ringsend.
	Kingstown.
	Dalkey.
	Bray.
	Greystones.
Arklow - -	Five Mile Point.
	Wicklow Head.
	Jack's Hole.
	Mizen Head.

Table 27—*continued.*

District or Division.	Station.
IRELAND—*continued.*	
Arklow—*cont.*	Arklow.
	Kilmichael.
	Ballymoney.
	Courtown.
	Cahore.
Wexford	Morris Castle.
	Curracloe.
	Ballygeary.
	Carnsore.
	Kilmore.
	Bar of Lough.
Waterford	Fethard.
	Arthurstown.
	Dunmore.
	Ballymacaw.
	Tramore.
	Bonmahon.
Youghal	Ballinacourty.
	Helwick Head.
	Ardmore.
	Youghal.
	Knockadoon.
Queenstown	Ballycotton.
	Ballycroneen.
	Poor Head.
	Roche Point.
	East Ferry.
	Crosshaven.
Kinsale	Robert's Cove.
	Oyster Haven.
	Upper Cove.
	Old Head.
	Granfeen Point.
	Courtmacsherry.
	Barry's Cove.
	Dunny Cove.
	Dirk Cove.
Skibbereen	Milk Cove.
	Union Hall.
	Castletownsend.
	Barlogue.
	Baltimore.
	Skull.
	Crookhaven.
Bantry	Dunbeacon.
	Blue Hill.
Castletown	Castletown.
	Cahirmore.
	Ballycrovane.
	Laurence Cove.
Kenmare	Waterville.
	Lackeen.
	Kenmare.
Knightstown	Ballinskilligs.
	Port Magee.
	Knightstown.
	Cahirciveen.
	Kells.
	Cromane Point.
Dingle	Minnard.
	Dingle.
	Ventry.
	Ballydavid.
	Brandon.
	Castle Gregory.
Ballyheighe	Blennerville.
	Barrow.
	Ballyheighe.
	Cashen River.
Kilrush	Tarbert.
	Cappah.
	Kilcredane.
	Kilbaha.
	Kilkee.
Seafield	Doonbeg.
	Seafield.
	Freagh Point.
	Liscannon.
Galway	North Arran.
	South Arran.
	Ballyvaughan.
	Barna.
	Spiddal.
	Costello Bay.
Clifden	Roundstone.
	Bunown.
	Bayleck.
	Claggan.
	Aughris Point.
	Killeries.
Westport	Pigeon Point.
	Innislyre.
	Innisgowla.
Keel	Keel.
	Dugort.
	Bullsmouth.
	Achillbeg.
	Dorega.
Belmullet	Tulloughau.
	Claggan.
	Binghams Town.
	Blacksod Point.
	Ballyglass.
Ballycastle (Killala)	Belderig.
	Ballycastle.
	Kilcummin.
	Ross.
Pullendiva	Inniscrone.
	Pullocheney.
	Pullendiva.
	Portavad.
Sligo	Rosses Point.
	Rackley
	Streedagh.
	Mullaghmore.
	Ballyshannon.
Killybegs	Dooran.
	Tribane.
	Killybegs.
	Teelin.
Rutland	Portnoo.
	Cowie Head.
	Arranmore.
	Rutland.
	Guidore.
Sheephaven	Innisbofin.
	Sheephaven.
	Mulroy.
Rathmullen	Knockalla.
	Rathmullen.
	Bincrana.
Carn	Malin Head.
	Glengad Head.
	Port Kinnigoe.
	Greencastle.
	Moville.
ISLE OF MAN.	
Fleetwood	Douglas.
	Castletown.
SCILLY ISLANDS.	
Scilly	St. Mary's.
	St. Agnes.
	St. Martin's.

SUMMARY.

	Stations.							
	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
In England and Wales	24	52	87	226	327	339	323	336
In Ireland	30	48	69	137	181	192	185	201
In Scotland	8	13	23	37	43	47	38	40
In Isle of Man	—	1	2	2	2	3	2	2
Total	62	114	181	402	553	581	548	579

Note.—In the years previous to 1867, the numbers of Stations to which Life Belts and Lines have been supplied include those Stations supplied with Belts and Lines for use with the Rocket and Mortar Apparatus. In 1867 and 1868 those stations are not included.

Table 28. LIST of VOLUNTEER LIFE BRIGADES and COMPANIES showing the strength of each Brigade and Company on the 31st December 1868.

Name of Place.	Number of Men on the Books.	Date of Formation of Brigade or Company.
Brigades.		
Crail	47	July 1866.
Cullercoats	126	June 1865.
Newbiggin	74	April 1866.
St. Andrew's	40	April „
Southwold	31	August „
South Shields	200	December 1865.
Sunderland	15	September 1866.
Tynemouth	140	December 1864.
Whitehaven	30	February 1868.
Companies.		
Aldborough	17	November 1866.
Alnmouth	20	August „
Amble	20	August „
Annalong	25	July „
Arbroath	19	July „
Ardrossan	28	August „
Arklow	8	June „
Ayr	32	December „
Bacton	10	October „
Ballycotton	13	December 1868.
Ballymacaw	20	July 1866.
Baltimore	10	June „
Banff	16	July „
Barry Cove	20	November „
Beadnel	20	February 1867.
Beer	40	September 1866.
Blackhalls	25	June „
Boscastle	6	September „
Boulmer	21	September „
Bray	15	March „
Buckie	15	July „
Bude	6	September „
Burghead	17	June „
Burniston	14	October „
Burnmouth	18	July „
Cahore	10	June „
Caister	16	April „
Castletown	23	September „
Cayton	20	October „
Chapel	9	August „
Coatham	10	February 1867.
Colliestown	20	October 1866.
Courtmacsherry	25	January 1868.
Cove Bay	46	October 1866.
Cowden	12	November „
Craster	25	August „
Cregmere	6	September „
Cromer	10	November „
Crookhaven	9	June „
Cullen	16	August „
Dirk Cove	19	October „
Douglas	25	September 1867.
Dunwich	12	October 1866.
Dymchurch	4	June „
Easington	14	July „
Elie	22	July „
Eyemouth	25	July „
Ferrydean	30	October „
Fethard	15	July „
Filey	24	September „
Fleetwood	25	January 1868.
Greystones	19	November 1866.
Hartlepool	25	June „
Hasborough	10	April 1867.
Hayle	25	June 1867.
Holmpton	14	January „
Hornsea	16	November 1866.
Huttoft	2	November „
Johnshaven	22	July „
Killybegs	7	July „
Lossiemouth	9	June „
Lundy Island	12	November „
Lynmouth	7	September „
Maryport	22	January 1868.
Mawgan Porth	6	September 1866.
Milk Cove	30	June „
Monknash	10	May „
Montrose	26	October „
Morthoe	9	April 1867.
New Quay	6	September 1866.
Newton	20	June 1868.
Old Head of Kinsale	11	December 1866.
Oliver's Gap	12	August „
Orford Haven	2	July „
Oyster Haven	15	November „
Palling	21	February 1867.
Peel	23	March „
Port Isaac	8	November 1868.
Port Logan	22	September 1866.
Port Patrick	8	June „
Portsoy	11	June „
Portwrinkle	11	July „
Portnoo	25	August „
Ramsey	31	June „
Robert's Cove	11	November „
Ross Carbery	24	March „
Saltfleet	12	August „
Sandsend	15	March 1867.
Saunton Sands	9	April „
St. Alban's Head	12	October 1866.
St. Catherine's	11	June „
Scarborough	25	October „
Scarfskerry	17	December 1867.
Scrabster	22	November 1866.
Seaton Carew	25	September „
Sherringham	20	August „
Sidestrand	14	May 1867.
Skegness	5	August 1866.
Staithes	14	May 1867.
Stonehaven	20	July 1866.
Stromness	23	November 1867.
Tramore	25	May 1868.
Trebetherick	8	September 1866.
Trevose Head	12	September „
Ulrome	16	August „
Uzon	25	July „
West Blockhouse Fort, Padstow.	12	May 1868.
Westhaven	18	July 1866.
Weybourne	12	November 1867.
Whitby	23	February „
Wicklow	10	June 1866.
Winterton	9	August „

Table 29. List of **STATIONS** on the Coasts of the **UNITED KINGDOM** (Geographically arranged at which **LIFE SAVING APPARATUS** has been placed; showing the Distance between each Station by the usual means of communication in bad weather, the description of Apparatus at each Station, and the Stations at which Volunteer Life Brigades and Companies have been formed.

Name of Coastguard Division or Receiver's District.	Name of Station.	Distance in Miles from the preceding Station.	Particulars of Life Saving Apparatus.			Volunteer Life Company or Brigade.
Lerwick	Lerwick	—	—	Rocket.	Belts and Lines.	—
Kirkwall	Stromness	—	Lifeboat.	Do.	—	Company.
Wick	Scrabster	—	Do.	Do.	—	Do.
	Scarfskerry	17	—	Do.	—	Do.
	Wick	24	Lifeboat.	Do.	—	—
Cromarty	Cromarty	60	—	—	Belts.	—
	Kessock Ferry	20	—	—	Do.	—
Banff	Burghead	42	—	Rocket.	Belts and Lines.	Company.
	Lossiemouth	10	Lifeboat.	Do.	Belts.	Do.
	Buckie	15	Do.	Rocket and Mortar.	Belts and Lines.	Do.
	Cullen	6	—	Rocket.	—	Do.
	Portsoy	6	—	Rocket and Mortar.	Belts and Lines.	Do.
	Banff	8	Lifeboat.	Do. do.	Belts.	Do.
Fraserburgh	Gardenstown	8	—	—	Belts and Lines.	—
	Pennant	4	—	—	Do. do.	—
	Rosehearty	6	—	—	Do. do.	—
	Fraserburgh	5	Lifeboat.	Rocket and Mortar.	Do. do.	—
	Inverallochy	5	—	Rocket.	Do. do.	—
	Rattray Head	7	—	Do.	Do. do.	—
Aberdeen	Peterhead	10	Lifeboat.	Rocket and Mortar.	Do. do.	—
	Collieston	16	—	Do. do.	—	Company.
	Belhelvie	8	—	—	Belts and Lines.	—
	Bridge of Don	8	—	Rocket and Mortar.	Do. do.	—
	Aberdeen:—					
	N. side of Harbour	3	2 Lifeboats.	Do. do.	—	—
	S. side of Harbour	3¼	—	Do. do.	—	—
	Midway between Harbour and River Don.	1½	—	Rocket.	—	—
	Cove Bay	8	—	Rocket and Mortar.	Belts and Lines.	Company.
	Muchals	8	—	—	Do. do.	—
Montrose	Stonehaven	5	Lifeboat.	Rocket and Mortar.	—	Company.
	Katerline	5	—	—	Belts and Lines.	—
	Johnshaven	10½	—	Rocket.	—	Company.
	Montrose	9	Lifeboat.	Do.	—	Do.
	Ferrydean	2	—	—	—	Do.
	Uzon	3	—	Rocket.	Belts and Lines.	Do.
	Redcastle	5	—	—	Do. do.	—
	Auchmuthie	5	—	—	Belts.	—
	Arbroath	4½	Lifeboat.	Rocket.	—	Company.
	Westhaven	6½	—	Do.	Belts and Lines.	Do.
Dundee	Buddon Ness	6	Lifeboat.	—	—	—
	Broughty Ferry	8	Do.	—	—	—
Elie	St. Andrews	11	Do.	Rocket.	Belts and Lines.	Brigade.
	Boar Hills	5	Do.	—	—	—
	Crail	5	—	Rocket.	Belts and Lines.	Brigade.
	Anstruther	4	Lifeboat.	—	Do. do.	—
	Elie	5	—	Rocket and Mortar.	Do. do.	Company.
Leith	North Queensferry	30	—	—	Belts.	—
	North Berwick	32	Lifeboat.	Rocket.	Do.	—
	Dunbar	11	Do.	Rocket and Mortar.	Belts and Lines.	—
	Thornton Loch	6	—	Rocket.	—	—
	Redheugh	7½	—	Do.	Belts and Lines.	—
Berwick	Eyemouth	10½	—	Do.	—	Company.
	Burnmouth	3	—	Do.	Belts.	Do.
	Berwick	6	—	Do.	Belts and Lines.	—
	Spittal	1½	Lifeboat.	Do.	Do. do.	—
	Holy Island	12	2 Lifeboats.	Rocket and Mortar.	Do. do.	—
	Old Law	1	—	Rocket.	—	—
	Bamboro' Castle	6	—	Do.	Belts and Lines.	—
	North Sunderland	4	Lifeboat.	—	Do. do.	—
	Beadnel	2½	—	Rocket.	—	Company.
	Newton	2½	—	Rocket and Mortar.	Belts and Lines.	Do.
	Craster	4	—	Rocket.	Do. do.	Do.
	Boulmer	4	Lifeboat.	Do.	—	Do.
	Alnmouth	3	Do.	Do.	Belts.	Do.

Table 29—*continued.*

...me of Coastguard Division or ...ceiver's District.	Name of Station.	Distance in Miles from the preceding Station.	Particulars of Life Saving Apparatus.			Volunteer Life Company, or Brigade.
...wick - - -cont.	Amble:—					
	North Side - -	3½	—	Rocket.	—	Company.
	South Side -	5½	—	Do.	Belts.	—
	Hauxley - - -	2	Lifeboat.	—	—	—
...derland - -	Newbiggin - -	10	Do.	Rocket.	Belts.	Brigade.
	North Blyth - -	4	Do.	—	—	—
	Blyth Haven -	1	Do.	Rocket and Mortar.	Belts.	—
	Seaton Sluice - -	4½	—	Rocket.	Do.	—
	Cullercoats - -	4	Lifeboat.	Rocket and Mortar.	Do.	Brigade.
	Tynemouth - - -	3	2 Lifeboats.	Do. do.	Do.	Do.
	South Shields - -	3	3 Lifeboats.	Do. do.	Do.	Do.
	Marsden - -	3	—	Rocket.	Do.	—
	Whitburn - -	3½	Lifeboat.	Do.	Do.	—
	Roker - -	4	Do.	Do.	Do.	—
	Sunderland:—					
	South Pier -	2	2 Lifeboats.	Do.	—	—
	Sea Outlet - -	1	1 Do.	Do.	Belts.	Brigade.
	Watchhouse -	1½	—	Do.	—	—
	Seaham - -	7	—	Do.	—	—
	Hawthorn Hive -	3	—	Do.	—	—
	Blackhalls - -	5½	—	Do.	—	Company.
	Hartlepool - -	6	6 Lifeboats.	Rocket and Mortar.	Belts.	Do.
	Stanton Beach -	1	Lifeboat.	—	—	—
	Seaton Carew - -	4	Do.	Rocket.	Belts and Lines.	Company.
...tby - -	Middlesboro' -	17	Do.	—	—	—
	Coatham - -	8	—	Rocket.	Belts.	Company.
	Redcar - -	½	2 Lifeboats.	—	—	—
	Saltburn - -	5½	Lifeboat.	Rocket.	Belts.	—
	Skinningrove -	4	—	—	Do.	—
	Staithes - -	5	—	Rocket.	Do.	Company.
	Runswick - -	4	Lifeboat.	—	Do.	—
	Kettleness - -	2	—	Rocket.	Do.	—
	Sandsend - -	4	—	Do.	—	Company.
	Upgang - -	2	Lifeboat.	—	—	—
	Whitby - - -	1	2 Lifeboats.	Rocket and Mortar.	Belts.	Company.
	Robin Hood's Bay -	7	Lifeboat.	Rocket.	Belts and Lines.	—
...lington - -	Burniston - -	5	—	Do.	Do. do.	Company.
	Scarborough - -	4	Lifeboat.	Rocket and Mortar.	Do. do.	Do.
	Cayton - -	4	—	Rocket.	Do. do.	Do.
	Filey - - -	4	Lifeboat.	Rocket and Mortar.	Do. do.	Do.
	Flamboro' Head -	4	—	Do. do.	Do. do.	—
	Bridlington Quay -	7	2 Lifeboats.	Do. do.	Do. do.	—
	Ulrome - -	10	—	Do. do.	Do. do.	Company.
	Hornsea - - -	6½	Lifeboat.	Do. do.	Do. do.	Do.
	Cowden - -	3	—	Rocket.	Do. do.	Do.
	Aldborough - -	4	—	Do.	Do. do.	Do.
	Sandlemere - -	8	—	Rocket and Mortar.	—	—
	Withernsea - -	2½	Lifeboat.	—	—	—
...ington - -	Holmpton - -	4	—	Rocket.	Belts and Lines.	Company.
	Easington - -	5	—	Do.	Do. do.	Do.
	Spurn Point -	7	Lifeboat.	—	—	—
...ton - -	Ferriby Sluice -	—	—	—	Belts and Lines.	—
	Barton - -	5	—	—	Do. do.	—
	Killingholme -	15	—	—	Do. do.	—
...nsby - -	Cleethorpes - -	9	Lifeboat.	Rocket and Mortar.	Do. do.	—
	Tetney Loch - -	6¼	—	—	Do. do.	—
	Donna Nook -	5	Lifeboat.	—	Do. do.	—
	Horse Shoe Point -	5	—	—	Do. do.	—
	Saltfleet - -	5	—	Rocket.	Do. do.	Company.
	Oliver's Gap -	3¼	—	Mortar.	—	Do.
	Theddlethorpe -	1½	Lifeboat.	—	—	—
	Mablethorpe - -	3	—	—	Belts and Lines.	—
	Sutton - -	2½	Lifeboat.	—	Do. do.	—
	Huttoft - - -	4	—	Mortar.	Do. do.	Company.
	Chapel - -	6	—	Do.	Do. do.	Do.
	Skegness - -	6	Lifeboat.	Do.	Do. do.	Do.
	Gibraltar Point -	5	—	—	Do. do.	—
...lls - -	Hunstanton - -	18	Lifeboat.	—	Belts and Lines.	—
	Brancaster - -	8	—	—	Do. do.	—
	Burnham - -	3½	—	—	Do. do.	—
	Wells - - -	5½	—	—	Do. do.	—
	Eastern Marsh -	3½	—	—	Do. do.	—
	Morston - -	7	—	—	Do. do.	—
	Blakeney - -	1	Lifeboat.	—	—	—
	Cley - -	1½	—	—	Belts and Lines.	—
...mer - -	Weybourne - -	5	—	Rocket and Mortar.	Do. do.	Company.
	Sherringham -	3	Lifeboat.	Do. do.	Do. do.	Do.
	Cromer - -	4	Do.	Do. do.	Belts.	Do.

Table 29—*continued.*

Name of Coast Guard Division or Receiver's District.	Name of Station.	Distance in Miles from the preceding Station.	Particulars of Life Saving Apparatus.			Volunteer Life Company or Brigade.
Cromer —*cont.*	Sidestrand	4	—	Rocket.	—	Company.
	Mundesley	4	Lifeboat	Rocket and Mortar.	Belts and Lines.	—
	Bacton	4	Do.	Do. do.	Do. do.	Company.
	Hasborough	3½	Do.	Do. do.	Do. do.	Do.
	Palling	5	Do.	Do. do.	Do. do.	Do.
North Yarmouth	Winterton	7	Do.	Do. do.	Belts.	Do.
	Scratby	3½	Do.	—	—	—
	Caistor	2½	2 Do.	Rocket and Mortar.	Belts.	Company.
	Yarmouth, Great	3½	2 Do.	Do. do.	—	—
	Gorleston	2½	3 Do.	Do. do.	—	—
	Corton	5½	—	Rocket.	—	—
	Lowestoft	2½	Lifeboat.	Rocket and Mortar.	Belts.	—
	Pakefield	2¼	2 Do.	—	—	—
	Kessingland	2¾	2 Do.	Rocket and Mortar.	Belts and Lines.	—
	Covehithe	4½	—	Rocket.	—	—
	Southwold	4	2 Lifeboats.	Rocket and Mortar.	Belts.	Brigade
Aldborough	Dunwich	5	—	Rocket.	Belts and Lines.	Company.
	Misner Haven	2	—	—	Do. do.	—
	Sizewell Gap	3½	—	Mortar.	Do. do.	—
	Thorpness	1¾	Lifeboat.	Rocket.	Do. do.	—
	Aldborough	2	Do.	Rocket and Mortar.	Do. do.	—
	Orfordness	5	—	Rocket.	Do. do.	—
	Orford Haven	7	—	Rocket and Mortar.	Do. do.	Company.
Harwich	Woodbridge	4	—	—	Do. do.	—
	Landguard Fort	5	—	Mortar.	—	—
	Harwich	1	—	—	Belts and Lines.	—
	Walton Gap	9	—	—	Do. do.	—
	Clacton Wash	8	—	—	Do. do.	—
Sheerness	Sheerness	—	—	—	Do. do.	—
	Shellness	13½	—	—	Do. do.	—
Whitstable	Whitstable	4	—	—	Belts.	—
	Tankerton	1	—	—	Do.	—
	Swale Cliff	2	—	—	Do.	—
	Herne Bay	2	—	—	Do.	—
	Bishopstone	4	—	—	Do.	—
	Reculvers	1½	—	—	Belts and Lines.	—
Ramsgate	St. Nicholas	3	—	—	Do. do.	—
	Epple Bay	3	—	—	Belts.	—
	West Gate	1¾	—	—	Do.	—
	Margate	2	2 Lifeboats.	—	—	—
	Newgate	1½	—	Rocket.	Belts.	—
	Kingsgate	3½	Lifeboat.	—	Do.	—
	Broadstairs	2	3 Do.	—	Do.	—
	Ramsgate	2	1 Do.	—	—	—
	Pegwell Bay	2½	—	—	Belts.	—
Deal	Shingle End	3½	—	—	Do.	—
	2 Battery	2	—	—	Do.	—
	1 Battery (North Deal)	3½	Lifeboat.	—	Do.	—
	North End	¼	—	—	Do.	—
	Walmer	1¼	Lifeboat.	—	Do.	—
	Kingsdown	2	Do.	—	Do.	—
	St. Margaret's Bay	3	—	Rocket.	Belts and Lines.	—
Folkestone	Casemates	4½	—	Mortar.	Do. do.	—
	Townsend (Dover)	2	Lifeboat.	—	—	—
	Lydden Spout	2	—	—	Belts and Lines.	—
	Pelter	2	—	—	Do. do.	—
	Folkestone	3	—	Rocket.	Do. do.	—
	Sandgate	2	—	—	Do. do.	—
	Hythe	2	—	—	Do. do.	—
	Brockman's Barn	2½	—	—	Belts.	—
	23 Tower	1½	—	—	Do.	—
	24 Tower (Dymchurch).	1¼	—	Rocket and Mortar.	Belts and Lines.	Company.
	27 Tower	2	—	—	Do. do.	—
	Littlestone	1½	Lifeboat.	—	—	—
	Romney	1¾	—	—	Belts and Lines.	—
Dungeness	2 Battery	2	—	Rocket.	Do. do.	—
	1 Battery	1	—	—	Do. do.	—
	Grand Redoubt	1¼	—	—	Do. do.	—
	Dungeness	1¼	—	Rocket.	Do. do.	—
	Gallaway	1¼	—	—	Do. do.	—
	Lydd	1	—	Rocket.	Do. do.	—
	Jury's Gap	2½	—	Do.	Do. do.	—
Hastings	Camber	2	Lifeboat.	Do.	Do. do.	—
	Rye	1½	—	—	Do. do.	—
	Winchelsea	1½	Lifeboat.	—	Do. do.	—
	31 Tower	1½	—	Rocket.	Do. do.	—
	36 Tower	2½	—	—	Do. do.	—

Table 29—*continued.*

ame of Coastguard Division or teceiver's District.	Name of Station.	Distance in Miles from the preceding Station.	Particulars of Life Saving Apparatus.			Volunteer Life Company of Brigade.
stings - -	Haddocks - -	1	—	—	Belts and Lines.	—
—*cont.*	Fairlight - -	2	—	—	Do. do.	—
	Ecclesbourne - -	2½	—	—	Belts.	—
	Hastings - -	1½	Lifeboat.	—	Belts and Lines.	—
	Priory - - -	¾	—	—	Do. do.	—
	39 Tower - -	2	—	Mortar.	Do. do.	—
	Galley Hill - -	2	—	—	Do. do.	—
	Bexhill - -	1¼	—	—	Do. do.	—
	Kewhurst - -	2½	—	—	Do. do.	—
	Pevensey - -	2	—	Rocket.	Do. do.	—
	Langley - - -	3	—	—	Do. do.	—
olywell - -	Eastbourne - -	3	Lifeboat.	Rocket.	Belts.	—
	Holywell - -	2	—	—	Belts and Lines.	—
	Birling Gap - -	5	—	Mortar.	Do. do.	—
	Crow Link - -	2	—	—	Do. do.	—
	Cuckmere - -	2	—	—	Do. do.	—
ighton - -	Bletchington - -	3½	—	Mortar.	Do. do.	—
	Newhaven - -	3	Lifeboat.	Rocket.	Do. do.	—
	Greenway - -	5¼	—	Mortar.	Do. do.	—
	Blackrock - -	1¾	—	—	Do. do.	—
	Brighton - -	1½	Lifeboat.	Rocket.	Do. do.	—
	Hove - -	¾	—	—	Do. do.	—
	Fishergate - -	2	—	—	Do. do.	—
	Shoreham - -	3	Lifeboat.	Rocket.	Do. do.	—
	Lancing - - -	2¾	—	—	Do. do.	—
	Worthing - -	2	Lifeboat.	—	Do. do.	—
	Goring - - -	1¾	—	—	Do. do.	—
gnor - -	Kingston - -	2¾	—	—	Do. do.	—
	Littlehampton - -	3	—	—	Belts.	—
	Elmer - -	3½	—	—	Do.	—
	Bognor - - -	3	—	—	Belts and Lines.	—
	Pagham - -	3½	—	—	Belts.	—
	Pagham Harbour Detachment.	1¾	—	—	Do.	—
	Wallend - -	1½	—	—	Do.	—
	Selsey - - -	1½	Lifeboat.	—	Do.	—
	Thorney - -	2½	—	—	Do.	—
	Old Thorney - -	1½	—	—	Do.	—
	Cockbush - -	3	—	—	Do.	—
	Chichester Harbour -	3	Lifeboat.	—	Belts and Lines.	—
uthsea - -	Hayling Island -	1¾	Do.	—	Belts.	—
	Hayling Bridge -	5	—	—	Do.	—
	Langston Harbour -	3¾	—	—	Do.	—
	Southsea Castle -	2½	—	—	Do.	—
	Gosport - -	2	—	—	Do.	—
	Hardway - -	2	—	—	Do.	—
	Clay Hall - -	3	—	—	Do.	—
	Hill Head - -	5½	—	—	Do.	—
uthampton -	Woolston - -	12	—	—	Belts and Lines.	—
yde - -	Ryde - -	14	—	—	Do. do.	—
	Spring Vale -	1½	—	—	Do. do.	—
	Sea View - -	1½	—	—	Do. do.	—
	Bembridge - -	3	Lifeboat.	—	Do. do.	—
	Foreland - -	1½	—	—	Do. do.	—
	Sandown - -	5	—	—	Do. do.	—
	Shanklin - -	2	—	—	Do. do.	—
	Ventnor - -	5	—	Rocket.	Do. do.	—
. Yarmouth -	Reeth - -	5	—	Do.	Belts and Lines.	—
	St. Catherine's Point	2¼	—	Do.	Do. do.	Company.
	Atherfield - -	3	—	Do.	Do. do.	—
	Brixton - -	4	Lifeboat.	Do.	Do. do.	—
	Brooke - -	3	Do.	Do.	Do. do.	—
	Freshwater - -	3	—	—	Do. do.	—
	Totland - -	4¾	—	—	Do. do.	—
	S. Yarmouth -	3	—	—	Do. do.	—
owes -	Newtown - -	6	—	—	Do. do.	—
	Sticelett - -	4	—	—	Do. do.	—
	East Cowes -	3	—	—	Do. do.	—
	Fishbourne -	6	—	—	Do. do.	—
ymington - -	Marchwood -	5 (From Woolston.)	—	—	Do. do.	—
	Calshot Castle -	12	—	—	Do. do.	—
	Lepe - -	5	—	—	Do. do.	—
	Beaulieu River -	3	—	—	Do. do.	—
	Pitt's Deep - -	5	—	—	Do. do.	—
	Lymington - -	5	—	—	Do. do.	—
	Milford - -	5	—	—	Do. do.	—
	Hurst Castle -	3	—	—	Do. do.	—
	Barton Cliff -	5	—	Rocket.	Do. do.	—
	Christchurch -	5	—	—	Do. do.	—

Table 29—*continued.*

Name of Coastguard Division or Receiver's District.	Name of Station.	Distance in Miles from the preceding Station.	Particulars of Life Saving Apparatus.			Volunteer Life Company or Brigade.
Bournemouth	Tuckton	4	—	Rocket.	Belts and Lines.	—
	Bournemouth	6	—	—	Do. do.	—
Swanage	Poole	4	Lifeboat.	—	—	—
	Branksea	4	—	—	Belts and Lines.	—
	Studland	3	—	—	Do. do.	—
	Swanage	4	—	Rocket.	Do. do.	—
	St. Alban's Head	9	Lifeboat.	Do.	Do. do.	Company.
	Kimmeridge	6½	Do.	Do.	Do. do.	—
Weymouth	Warborrow	4½	—	—	Do. do.	—
	Lulworth	4¼	—	—	Do. do.	—
	Whitenose	4	—	—	Do. do.	—
	Osmington	3½	—	—	Do. do.	—
	Preston	3½	—	—	Do. do.	—
	Weymouth	3	—	—	Do. do.	—
	Portland	4	—	Rocket.	Do. do.	—
	Hill	2	—	—	Do. do.	—
	Wyke	5	—	Rocket.	Do. do.	—
Abbotsbury	Langton	4	—	Mortar.	Do. do.	—
	Abbotsbury	7	—	Rocket.	Do. do.	—
	Burton	4	—	Mortar.	Do. do.	—
Lyme	Bridport	3	—	Mortar.	Do. do.	—
	Chidcock	4	—	—	Do. do.	—
	Lyme Cobb	6	Lifeboat.	Rocket.	Do. do.	—
	Axmouth	6	—	—	Do. do.	—
	Beer	3	—	Rocket.	Do. do.	Company.
	Branscombe	3	—	—	Do. do.	—
Exmouth	Weston	3½	—	—	Do. do.	—
	Sidmouth	3½	—	Rocket.	Do. do.	—
	Budleigh Salterton	7	—	Do.	Do. do.	—
	Exmouth	5	Lifeboat.	Do.	Do. do.	—
	Dawlish	4½	—	—	Do. do.	—
	Teignmouth	3	Lifeboat.	—	Belts.	—
	Shaldon	¼	—	—	Belts and Lines.	—
Dartmouth	Babbicombe	7¼	—	—	Do. do.	—
	Torquay	6	—	—	Do. do.	—
	Paignton	3	—	Mortar.	Do. do.	—
	Brixham	6	Lifeboat.	Rocket.	Do. do.	—
	Man Sands	3	—	—	Do. do.	—
	Kingswear	4	—	—	Do. do.	—
	Dartmouth	¼	—	—	Do. do.	—
	Blackpool	3½	—	—	Do. do.	—
	Slapton Cellar	3	—	—	Do. do.	—
	Tor Cross	2	—	Mortar.	Do. do.	—
	Beesands	1	—	—	Do. do.	—
	Hallsands	1	—	—	Do. do.	—
Salcombe	Prawle	4	—	—	Belts and Lines.	—
	Rickham	3	—	Rocket.	Do. do.	—
	Salcombe	3	—	—	Do. do.	—
	Hope Cove	6	—	—	Do. do.	—
	Challabro'	6	—	Rocket.	Do. do.	—
	Mothercomb	4½	—	—	Do. do.	—
Plymouth	Yealm	8	—	—	Belts.	—
	Bovisand	6	—	—	Belts and Lines.	—
	Mount Batten	2½	—	Rocket.	Belts.	—
	Stonehouse Point	5	Lifeboat.	—	Belts and Lines.	—
	Cawsand	4	—	—	Do. do.	—
	Polhawn Cove	1½	—	—	Do. do.	—
	Portwrinkle	5	—	Rocket.	Do. do.	Company.
	Downderry	3½	—	—	Do. do.	—
	Looe	5	Lifeboat.	—	Do. do.	—
Fowey	Polperro	4½	—	—	Do. do.	—
	Polruan / Fowey	6	—	Rocket.	Do. do.	—
	Polkerris	4	Lifeboat.	—	Belts.	—
	Porthpean	7	—	—	Do.	—
	Mevagissey	5	—	—	Belts and Lines.	—
	Gorran Haven	3	—	—	Do. do.	—
	Port Looe	7	—	—	Belts.	—
	Gerran's Bay	6	—	Rocket.	Do.	—
Falmouth	St. Mawes	7	—	—	Belts and Lines.	—
	Falmouth	8	Lifeboat.	Rocket.	Do. do.	—
	Porthillick	7	—	—	Do. do.	—
	Coverack	7	—	Rocket.	Do. do.	—
	Cadgwith	7	Lifeboat.	—	Do. do.	—
	Lizard	2	Do.	Rocket.	—	—
	Mullion	5	Do.	Do.	Belts and Lines.	—
	Gunvalloe	3	—	—	Do. do.	—
	Porthleven	4	Lifeboat.	Rocket.	Do. do.	—

Table 29—*continued.*

ame of Coastguard Division or Receiver's District.	Name of Station.	Distance in Miles from the preceding Station.	Particulars of Life Saving Apparatus.			Volunteer Life Company or Brigade.
nzance -	Prussia Cove -	7½	—	Rocket.	Belts and Lines.	—
	Marazion - -	4	—	Do.	—	—
	Penzance - -	3½	Lifeboat.	Do.	Belts and Lines.	—
	Mousehole - -	3	—	Do.	Belts.	—
	Sennen Cove -	4½	Lifeboat.	Do.	Do.	—
	Pendeen Cove -	7½	—	Do.	Belts and Lines.	—
	St. Ives - -	12	Lifeboat.	Do.	Belts.	—
yle - -	Hayle - -	5½	Do.	Do.	—	Company.
Agnes - -	Portreath - -	13	—	Mortar.	Belts and Lines.	—
	St. Agnes - -	9	—	Rocket.	Do. do.	—
dstow - -	New Quay - -	10	Lifeboat.	Do.	Do. do.	Company.
	Mawgan Porth -	6	—	Do.	Do. do.	Do.
	Trevose Head -	10	—	Do.	Do. do.	Do.
	Padstow:					
	Cregmere -	5	—	Do.	Do. do.	Do.
	Padstow - -	1	Lifeboat.	—	Do. do.	—
	West Blockhouse Fort.	2	—	Rocket.	Do. do.	Company.
	St. Trebeatherick -	5	—	Rocket and Mortar.	Do. do.	Do.
	Port Isaac - -	7	—	Rocket.	Do. do.	Do.
	Boscastle - -	11	—	Do.	Do. do.	Do.
	Budehaven - -	16½	Lifeboat.	Do.	Do. do.	Do.
nstaple - -	Clovelly - -	15	—	Rocket and Mortar.	—	—
	Appledore - -	13	Lifeboat.	Rocket.	Belts.	—
	Saunton - -	7	Lifeboat.	Rocket and Mortar.	—	Company.
	Morthoe - -	8	—	Do. do.	—	Do.
	Ilfracombe - -	6	Lifeboat.	Rocket.	Belts.	—
	Lynmouth - -	20	—	Rocket and Mortar.	Do.	Company.
lgewater - -	Minehead - -	14	—	—	Do.	—
	Watchet - -	9	—	—	Do.	—
	Burnham - -	47	Lifeboat.	—	—	—
	Weeke River -	7	—	—	Belts and Lines.	—
						—
nsea - -	Penarth - -	45	Lifeboat.	Rocket.	Do. do.	—
	Barry Island - -	8	—	Rocket and Mortar.	Do. do.	—
	Monknash - -	11	—	Rocket.	Do. do.	Company
	Porthcawl - -	12	Lifeboat.	Do.	Do. do.	—
	Mumbles - -	25	Do.	Do.	Do. do.	—
	Oxwich - - -	10	—	Do.	Do. do.	—
	Pembrey - -	21	Lifeboat.	Mortar.	Do. do.	—
	Ferry Side - -	16	Do.	—	—	—
ord - -	Tenby - -	34	Do.	Rocket.	Belts.	—
	Castle Tank - -	20	—	Mortar.	Belts and Lines.	—
	Angle - -	14	Lifeboat.	Rocket and Mortar.	Do. do.	—
	Runway's Kiln -	30	—	Rocket.	—	—
	St. David's - -	24	—	Mortar.	—	—
	Goodwick - -	20	Lifeboat.	Rocket.	Belts and Lines	—
	Newport - -	8½	—	Do.	Do. do.	—
	St. Dogmaels -	10	Lifeboat.	Do.	Belts.	—
	New Quay - -	22	Do.	Rocket and Mortar.	Belts and Lines.	—
rystwith -	Aberystwith -	24	Do.	—	—	—
	Aberdovey - -	12	Do.	—	—	—
	Barmouth - -	16	Do.	—	—	—
arvon - -	Criccieth - -	25	Do.	—	—	—
	Porthdynllaen -	16	Do.	Mortar.	—	—
	Llanddwyn - -	14	Do.	—	—	—
gor - -	Carnarvon - -	6	—	—	Belts and Lines.	—
	Rhoscolyn - -	30	Lifeboat.	—	—	—
	Holyhead - -	7½	Do.	Rocket.	Belts and Lines.	—
	Do. (Breakwater) -	5½	—	Mortar.	—	—
	Cemlyn - - -	16½	Lifeboat.	—	—	—
	Bull Bay - -	8	Do.	—	—	—
	Amlwch - -	2	—	Rocket.	Belts and Lines.	—
	Moelfra - -	8	Lifeboat.	—	—	—
	Penmon - - -	7	Do.	—	—	—
	Bangor - -	13	—	—	Belts.	—
	Conway - - -	26	—	—	Do.	—
	Llandudno - -	5	Lifeboat.	—	—	—
	Rhyl - - -	20	2 Do.	—	Belts and Lines.	—
er - -	Point of Air -	8	2 Do.	—	—	—
	Helbre Island -	5	1 Do.	—	—	—
	Hoylake - -	2	1 Do.	—	Belts and Lines.	—
	New Brighton -	7	2 Do.	—	—	—
	Liverpool - -	3	2 Do.	—	—	—
	Waterloo - -	6	—	—	Belts and Lines.	—
	Formby - - -	6	Lifeboat.	—	—	—
	Southport - -	7	Do.	—	—	—

Table 29—*continued.*

Name of Coastguard Division or Receiver's District.	Name of Station.	Distance in miles from the preceding Station.	Particulars of Life Saving Apparatus.			Volunteer Life Company or Brigade.
Fleetwood	Lytham	25	Lifeboat.	—	Belts and Lines.	—
	Blackpool	7	Do.	—	—	—
	Fleetwood	10	Do.	Rocket.	—	Company.
	Piel	73	Do.	—	Belts.	—
	Whitehaven	51	Do.	Rocket.	Belts and Lines.	Brigade.
	Maryport	12	Do.	Do.	—	Company.
	Silloth	13	Do.	—	—	—
Dumfries	Kirkcudbright	97	Lifeboat.	—	—	—
Stranraer	Drumore	—	—	Rocket.	Belts and Lines.	—
	Port Logan	5	Lifeboat.	Do.	Do. do.	Company.
	Port Patrick	20	—	Do.	Do. do.	Do.
	Stranraer	9½	—	—	Do. do.	—
	Cairnryan	6	—	—	Do. do.	—
Ayr	Girvan	24	Lifeboat.	—	—	—
	Ayr	22	Do.	Rocket.	—	Company.
Greenock	Lamlash	35	—	—	Belts and Lines.	—
	Irvine	12 (from Ayr.)	Lifeboat.	—	—	—
	Ardrossan	9½	Do.	Rocket.	—	Company
	Gourock	26½	—	—	Belts and Lines.	—
Campbeltown	Campbeltown	—	Lifeboat.	—	—	—

IRELAND.

Ballycastle (Antrim)	Port Rush	—	Lifeboat.	—	Belts and Lines.	—
	Port Balintrae	6	—	—	Do. do.	—
	Port Balintoy	8	—	—	Do. do.	—
	Ballycastle	6	—	—	Do. do.	—
	Tort Head	9	—	—	Do. do.	—
	Cushenden	8	—	—	Do. do.	—
	Cushendall	4½	—	—	Do. do.	—
Carrickfergus	Glendarm	12	—	—	Do. do.	—
	Ballygally	6½	—	—	Belts.	—
	Larne	12	—	—	Belts and Lines.	—
	Port Muck	12	—	—	Do. do.	—
	Blackhead	8	—	—	Belts.	—
	Carrickfergus	11½	—	—	Belts and Lines.	—
	Whitehouse	6	—	—	Do. do.	—
Donaghadee	Cultra	9	—	—	Do. do.	—
	Clandeboye	4	—	—	Do. do.	—
	Bangor	5	—	—	Do. do.	—
	Groomsport	2	Lifeboat.	Rocket and Mortar.	Do. do.	—
	Orlock Hill	1½	—	—	Do. do.	—
	Donaghadee	3½	—	—	Do. do.	—
	Millisle	5	—	—	Do. do.	—
	Ballywalter	4	Lifeboat.	—	Do. do.	—
	Roddens	1	—	Mortar.	Do. do.	—
	Bur Point	4	—	—	Do. do.	—
	Cloghy	5	—	—	Do. do.	—
Strangford	Tara	6	—	—	Do. do.	—
	Portaferry	4	—	—	Do. do.	—
	Strangford	1	—	—	Do. do.	—
	Killard	4	—	—	Do. do.	—
	Gunn's Island	2½	—	—	Do. do.	—
Newcastle	Ardglass	5	—	—	Do. do.	—
	Killough	3	—	—	Do. do.	—
	Tyrella	6	Lifeboat.	—	Belts.	—
	Dundrum	3	—	—	Belts and Lines.	—
	Newcastle	5	Lifeboat.	—	Do. do.	—
	Annalong	7	—	Rocket.	Belts.	Company.
	Leestones	5	—	—	Belts and Lines.	—
Carlingford	Cranfield	5	—	—	Belts.	—
	Killoween	8	—	—	Belts and Lines.	—
	O'Meath	6	—	—	Do. do.	—
	Carlingford	5	—	—	Belts.	—
	Greenore	4	—	—	Belts and Lines.	—
Dundalk	Giles Quay	4	—	—	Do. do.	—
	Soldiers Point	6	—	—	Do. do.	—
	Black Rock	3½	Lifeboat.	—	—	—
	Dunany Point	11	—	—	Belts and Lines.	—
	Clogher Head	7	—	Rocket.	Do. do.	—
	Drogheda	6	Lifeboat.	—	—	—

Table 29—*continued.*

Name of Coast Guard Division or Receiver's District.	Name of Station.	Distance in Miles from the preceding Station.	Particulars of Life Saving Apparatus.			Volunteer Life Company or Brigade.
Malahide	Nanny Water	5	—	—	Belts and Lines.	—
	Balbriggan	5	—	Rocket.	Do. do.	—
	Skerries	4	Lifeboat.	Do.	Do. do.	—
	Rush	5	—	—	Do. do.	—
	Portrane	4½	—	Rocket.	Do. do.	—
	Lambay Island	4	—	—	Do. do.	—
	Malahide	6½	—	Rocket.	Do. do.	—
	Baldoyle	5	—	—	Do. do.	—
Howth	Howth	3	Lifeboat.	Rocket.	Do. do.	—
Dublin	Clontarf	4½	—	—	Belts and Lines.	—
	Ringsend	4	Lifeboat.	—	Belts.	—
	Kingstown	6	Do.	Rocket and Mortar.	do.	—
	Dalkey	3	—	—	Belts and Lines.	—
	Bray	6	—	Rocket.	Do. do.	Company.
	Greystones	5	—	Do.	Do. do.	do.
Arklow	Five Mile Point	7	—	Do.	Do. do.	—
	Wicklow	6	Lifeboat.	Do.	Do. do.	Company.
	Jack's Hole	6	—	Do.	Do. do.	—
	Mizen Head	3	—	—	Do. do.	—
	Arklow	4	Lifeboat.	Rocket.	Do. do.	Company.
	Kilmichael	6	—	Do.	Do. do.	—
	Ballymoney	7	—	—	Do. do.	—
	Courtown	6	Lifeboat.	Rocket.	Do. do.	—
	Cahore	8	Do.	Do.	Do. do.	Company.
Wexford	Morris Castle	5½	—	Rocket.	Do. do.	—
	Curracloe	10	—	Do.	Do. do.	—
	Wexford (Rosslare)	5	2 Lifeboats.	Do.	—	—
	Ballygeary	11	—	—	Belts and Lines.	—
	Carnsore	8	Lifeboat.	Rocket.	Belts.	—
	Kilmore	14	—	Do.	Do.	—
	Bar of Lough	15	—	Do.	Belts and Lines.	—
Waterford	Fethard	14	—	Do.	Do. do.	Company.
	Arthurstown	7½	—	—	Do. do.	—
	Dunmore	9	—	—	Do. do.	—
	Ballymacaw	5	—	Rocket.	Do. do.	Company.
	Tramore	9	Lifeboat.	Do.	Belts.	Do.
	Bonmahon	12	—	Rocket and Mortar.	Belts and Lines.	—
Youghal	Ballinacourty	6	Lifeboat.	—	Belts.	—
	Helwick Head	13	—	—	Belts and Lines.	—
	Ardmore	14	Lifeboat.	Rocket.	Belts.	—
	Youghal	12	Do.	Do.	Do.	—
	Knockadoon	12	—	—	Belts and Lines.	—
Queenstown	Ballycotton	13	Lifeboat.	Rocket.	Do. do.	Company.
	Ballycroneen	7	—	Do.	Do. do.	—
	Poor Head	6	—	Do.	Do. do.	—
	Roche Point	4	—	—	Belts.	—
	East Ferry	9	—	—	Do.	—
	Queenstown	4½	Lifeboat.	—	—	—
	Crosshaven	26	—	—	Belts.	—
Kinsale	Robert's Cove	7	—	Rocket.	Belts and Lines.	Company.
	Oyster Haven	8	—	Do.	Do. do.	Do.
	Upper Cove	8	—	—	Do. do.	—
	Old Head	8	—	Rocket.	Do. do.	Company.
	Granfeen Point	10	—	—	Do. do.	—
	Courtmacsherry	7	Lifeboat.	Rocket.	Do. do.	Company.
	Barry's Cove	6	—	Do.	Do. do.	Do.
	Dunny Cove	14	—	—	Do. do.	—
	Dirk Cove	5	—	Rocket.	Belts.	Company.
	Ross Carberry	5	—	Do.	—	Do.
Skibbereen	Milk Cove	1½	—	Do.	Belts and Lines.	Do.
	Union Hall	5	—	—	Do. do.	—
	Castletownsend	5	—	Rocket.	Belts.	—
	Barlogue	8	—	—	Do.	—
	Baltimore	5	—	Rocket.	Belts and Lines.	Company.
	Skull	20	—	—	Belts.	—
	Crookhaven	12	—	Rocket.	Do.	Company.
Bantry	Dunbeacon	17	—	—	Belts.	—
	Blue Hill	9	—	—	Do.	—
Castletown	Castletown	34	—	—	Belts and Lines.	—
	Cahirmore	10	—	—	Belts.	—
	Ballycrovane	18	—	—	Do.	—
	Laurence Cove	14	—	—	Do.	—
Kenmare	Waterville	—	—	—	Belts and Lines.	—
	Lackeen	34	—	—	Do. do.	—
	Kenmare	8	—	—	Do. do.	—

Table 29—*continued.*

Name of Coast Guard Division or Receiver's District.	Name of Station.	Distance in Miles from the preceding Station.	Particulars of Life Saving Apparatus.			Volunteer Life Company or Brigade.
Knightstown	Ballinskelligs	32	—	—	Belts and Lines.	—
	Port Magee	8	—	—	Do. do.	—
	Knightstown (Valentia).	6	Lifeboat.	Rocket.	Do. do.	—
	Cahirciveen	4	—	—	Do. do.	—
	Kells	10	—	—	Do. do.	—
	Cromane Point	16	—	—	Do. do.	—
Dingle	Minnard	10	—	—	Belts.	—
	Dingle	10½	—	Rocket.	Do.	—
	Ventry	8	—	—	Do.	—
	Ballydavid	9	—	—	Do.	—
	Brandon	21	—	—	Do.	—
	Castle Gregory	10	—	—	Do.	—
Ballyheighe	Blennerville	16	—	—	Do.	—
	Barrow	8	—	—	Do.	—
	Ballyheighe	8	—	—	Belts and Lines.	—
	Cashen River	12	—	—	Belts.	—
Kilrush	Tarbet	17	—	—	Do.	—
	Cappah	10	—	—	Do.	—
	Kileredane	17	—	—	Do.	—
	Kilbaha	8	—	—	Do.	—
	Kilkee	13	—	—	Do.	—
Seafield	Doonbeg	7	—	—	Belts and Lines.	—
	Seafield	11	—	—	Do. do.	—
	Freagh Point	7	—	—	Do. do.	—
	Liscannon	8	—	—	Do. do.	—
Galway	North Arran	15½	—	—	Do. do.	—
	South Arran	7	—	—	Do. do.	—
	Ballyvaughan	13	—	—	Do. do.	—
	Barna	9	—	—	Do. do.	—
	Spiddal	7	—	—	Do. do.	—
	Costello Bay	12	—	—	Do. do.	—
Clifden	Roundstone	40	—	—	Do. do.	—
	Bunown	14	—	—	Do. do.	—
	Bayleck	17	—	—	Do. do.	—
	Claggan	11½	—	—	Do. do.	—
	Aughris Point	2	—	—	Do. do.	—
	Killeries	9	—	—	Do. do.	—
Westport	Pigeon Point	14	—	—	Do. do.	—
	Innislyre	5	—	—	Do. do.	—
	Innisgowla	4	—	—	Do. do.	—
Keel	Keel	—	—	—	Do. do.	—
	Dugort	5	—	—	Do. do.	—
	Bullsmouth	11	—	—	Do. do.	—
	Achillbeg	16	—	—	Do. do.	—
	Dorega	12	—	—	Do. do.	—
Belmullet	Tulloughan	—	—	—	Belts.	—
	Claggan	9	—	—	Do.	—
	Bingham's Town	11	—	—	Belts and Lines.	—
	Blackrod Point	13	—	—	Belts.	—
	Ballyglass	12 (From Claggan.)	—	—	Belts and Lines.	—
Ballycastle (Killala)	Belderig	27	—	—	Do. do.	—
	Ballycastle	11	—	—	Do. do.	—
	Kilcummin	11	—	—	Do. do.	—
	Ross	8	—	—	Do. do.	—
Pullendiva	Inniscrone	6	—	—	Do. do.	—
	Pullocheney	6½	—	—	Do. do.	—
	Pullendiva	10½	—	—	Do. do.	—
	Portavad	10½	—	—	Do. do.	—
Sligo	Rosses Point	19	—	—	Do. do.	—
	Rackley	15¾	—	—	Do. do.	—
	Streedagh	13¾	—	—	Belts.	—
	Mullaghmore	18¾	—	—	Belts and Lines.	—
	Ballyshannon	28¾	—	—	Do. do.	—
Killybegs	Dooran	15	—	—	Do. do.	—
	Tribane	9	—	—	Do. do.	—
	Killybegs	7	—	Rocket.	Do. do.	Company.
	Teelin	10	—	—	Do. do.	—
Rutland	Portnoo	42	—	Rocket.	Do. do.	Company.
	Cowie Head	20	—	—	Belts.	—
	Arranmore	6	—	—	Belts and Lines.	—
	Rutland	2	—	—	Belts.	—
	Guidore	15	—	—	Belts and Lines.	—

Table 29—*continued.*

ame of Coast Guard Division or Receiver's District.	Name of Station.	Distance in Miles from the preceding Station.	Particulars of Life Saving Apparatus.			Volunteer Life Company or Brigade.
eephaven - -	Innisbofin - -	12	—	—	Belts and Lines.	—
	Sheephaven - -	10	—	—	Do. do.	—
	Mulroy - - -	18	—	—	Do. do.	—
athmullen - -	Knockalla - -	12	—	—	Do. do.	—
	Rathmullen - -	14	—	—	Belts.	—
	Bincrana - -	5	—	—	Do.	—
arn - -	Malin Head - -	24	—	—	Belts and Lines.	—
	Glengad Head -	13	—	—	Belts.	—
	Port Kinnigoe -	7	—	—	Do.	—
	Greencastle - -	12	Lifeboat.	—	Belts and Lines.	—
	Moville - -	3½	—	—	Belts.	—
	ISLANDS.					
arnstaple - -	Lundy Island - -	—	—	Rocket.	—	Company.
uernsey - -	- - -	—	Lifeboat.	—	—	—
illy - -	St. Mary's - -	—	—	Rocket.	Belts and Lines.	—
	St. Agnes - -	2	—	—	Do. do.	—
	St. Martin - -	6	—	—	Belts.	—
leetwood - -	Peel - - -	—	—	Rocket.	—	Company.
	Ramsey - -	17	Lifeboat.	Do.	—	Do.
	Douglas - - -	17	Do.	Do.	Belts and Lines.	Do.
	Castletown - -	10	Do.	Do.	Do. do.	Do.

Table 30. Sums paid out of the MERCANTILE MARINE FUND TOWARDS SAVING LIFE FROM SHIPWRECK, distinguishing Payments to Crews of LIFE BOATS, and Rewards and Gratuities to FISHERMEN and others, and Sums paid for the Maintenance of the ROCKET AND MORTAR APPARATUS.

By the 459th section of "The Merchant Shipping Act, 1854," Salvage for Life is paid in priority to all other claims for Salvage, and the Board of Trade are empowered to grant remuneration out of the Mercantile Marine Fund to persons saving Life where such Salvage is insufficient; and by the 418th section of that Act the Board of Trade are also empowered to grant sums for establishing and maintaining Life Boats, with the necessary crews and equipments, on the coasts of the United Kingdom; under the sections quoted, the following sums have been granted during the past year, and paid in part direct by the Board of Trade, and partly through the medium of the Royal National Life Boat Institution, as distinguished below.

Month.	Payments to Crews of Life Boats for Exercise, and Coxswains' salary.		Payments to Crews of Life Boats for Services at Wrecks, &c.		Rewards and Gratuities to Fishermen and others.		Payments for providing and maintaining Rocket and Mortar Apparatus.	Total Payments.
	By Board of Trade direct.	By Board of Trade through National Life Boat Institution.	By Board of Trade direct.	By Board of Trade through National Life Boat Institution.	By Board of Trade. direct.	By Board of Trade through National Life Boat Institution.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
January	19 16 0	—	—	—	1 5 0	—	566 14 1	587 15 1
February	—	697 10 0	—	958 5 2	22 0 0	—	2,692 8 7	4,370 3 9
March	—	—	76 0 0	—	6 15 8	—	1,060 9 8	1,143 5 4
April	35 0 0	711 0 0	260 0 0	748 13 3	—	—	411 17 11	2,166 11 2
May	—	—	—	—	—	—	99 6 0	99 6 0
June	—	—	—	—	—	—	699 8 2	699 8 2
July	23 1 0	625 0 0	—	—	—	—	1,251 15 0	1,899 16 0
August	—	—	—	—	—	—	19 18 10	19 18 10
September	—	—	80 0 0	—	—	—	768 12 10	848 12 10
October	22 15 0	625 0 0	—	—	120 0 0	—	21 16 4	789 11 4
November	—	—	—	—	210 0 0	—	1,811 14 11	2,021 14 11
December	—	—	—	—	5 0 0	—	841 6 5	846 6 5
Total in 1868	100 12 0	2,658 10 0	416 0 0	1,706 18 5	365 0 8	—	10,245 8 9	15,492 9 10
Total in 1855	11 0 0	571 3 8	60 0 0	141 10 6	128 0 0	325 12 6	—	1,237 6 8
Total in 1856	29 19 0	744 10 0	—	285 10 8	149 10 0	179 4 0	—	1,388 13 8
Total in 1857	45 4 0	802 7 5	13 0 0	188 16 0	137 0 7	254 15 0	2,751 15 11	4,192 18 11
Total in 1858	40 15 0	1,113 11 11	6 10 0	319 9 6	311 19 6	71 0 0	2,024 17 7	3,888 3 6
Total in 1859	70 16 0	1,309 10 0	8 10 0	686 16 0	377 17 6	—	1,943 7 0	4,396 16 6
Total in 1860	105 3 0	1,484 10 0	—	952 3 3	813 5 6	—	2,456 15 8	5,811 17 5
Total in 1861	242 5 0	1,751 0 0	296 0 0	1,076 3 2	753 16 6	—	2,246 6 4	6,365 11 0
Total in 1862	166 3 0	1,876 10 0	88 10 0	809 3 10	449 14 9	—	2,239 13 5	5,629 15 0
Total in 1863	110 8 0	1,975 10 0	362 6 0	867 16 9	371 0 0	—	3,037 16 10	6,724 17 7
Total in 1864	124 17 0	1,984 10 0	374 10 0	1,017 5 0	271 4 6	—	3,888 7 6	7,660 14 0
Total in 1865	164 15 0	2,119 10 0	557 10 0	1,309 16 2	368 13 11	—	5,238 9 2	9,758 14 3
Total in 1866	108 17 0	2,403 0 0	335 0 0	2,438 2 0	213 16 3	—	7,432 10 10	12,931 6 1
Total in 1867	138 0 0	2,637 0 0	406 15 0	1,920 3 6	255 4 0	—	11,423 7 10	16,780 10 4
Total in 1868	100 12 0	2,696 3 3	416 0 0	1,669 5 2	365 0 8	—	10,245 8 9	15,492 9 10
Total for 14 Years	1,458 14 0	23,468 16 3	2,924 11 0	13,682 1 6	4,966 3 8	830 11 6	54,928 16 10	102,259 14 9

NOTE.—In addition to the total sums paid as above, further sums were paid by the Board of Trade to the National Life Boat Institution in aid of their funds, as follows :—

	£ s. d.
In 1856	961 13 4
In 1857	827 15 4
In 1858	634 19 8
In 1859, in aid of establishing new Life Boats	200 0 0
In 1860 ditto	50 0 0
In 1861 ditto	50 0 0
In 1862	100 0 0
Total	£2,824 8 4

Table 31. List of PERSONS, Subjects of GREAT BRITAIN and its Dependencies, to whom REWARDS have been granted by the BRITISH GOVERNMENT, during the Year 1868, for gallant Services in SAVING LIFE FROM SHIPWRECK, &c.; distinguishing, I. Services rendered at Sea by one Ship to another, or to the Crew of another; II. Services rendered by Fishing Smacks and Salvage Smacks; and III. Services rendered by Boats from the Shore, or by Lines from the Shore, or by Swimming, or by putting off from Shore; Chronologically arranged according to the Dates of Service.

NOTE.—The rewards granted in the case of services rendered at sea and abroad are paid for out of a Parliamentary vote, and where Foreigners are concerned are determined and given by the Foreign Office and the Board of Trade. The rewards given for services rendered on the Coasts of the United Kingdom are paid for out of the Mercantile Marine Fund, and are determined and given by the Board of Trade.

I.—Services rendered at Sea by one Ship to another, or the Crew of another.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Captain R. F. N. Banks, master of the ship "Childwall Abbey," of Liverpool.	The ship "Hornet," of London, was on fire when the "Childwall Abbey" fell in with her; she remained by her for 24 hours, and then received the whole of the crew (33 in number) on board, and conveyed them to Calcutta. The rescued men were treated with great kindness on board the "Childwall Abbey," for 46 days.	Sept. 30, 1867 -	Sextant, value 20*l.*; 78*l.* 4*s.* subsistence.	Public vote.
Captain Angus Brown, of the barque "L. C. Owen," of Prince Edward's Island.	The "L. C. Owen" rescued, under circumstances of great danger, the master, crew, and one passenger (25 in number) of the "Norwood" of Newport, which had become waterlogged A quantity of barley had to be thrown overboard to accommodate the rescued persons, and they were treated with great kindness during the time they were on board the "L. C. Owen."	Nov. 1867 -	Sextant, value 20*l.* -	Public vote.
		- - -	79*l.* 16*s.* subsistence of crew, and in repayment for barley thrown overboard.	Public vote.
Captain Henry Proctor, master of the barque "Aunt Lizzie," of Sunderland.	Picking up at sea and conveying to Shanghae 9 castaway islanders belonging to the island of Yap. The rescued persons were treated with great kindness on board the barque for 32 days. Owing to the exceptional circumstances of the case the above-named reward, &c. was given although the rescued persons were not British subjects.	Dec. 21, 1867 -	Telescope, value 5*l.* 15*s.* 6*d.*; 21*l.* 12*s.* subsistence.	Public vote.
Captain Greig, master of the barque "Britannia" of Glasgow, and 4 men who manned the boat.	Rescuing and landing at Holyhead the master and crew (22 in number) of the "Ghazepore" of Liverpool, which vessel was fallen in with in a dismasted and sinking condition, about 30 miles S. of Cork.	Jan. 20, 1868 -	2*l.* 10*s.* to be divided amongst them; 4*l.* 1*s.* subsistence.	Public vote.
William Teesdale, mate, and Henry M'Gee, seaman, of the schooner "Elizabeth," of Whitehaven.	The schooner "Conquest" of Whitehaven was fallen in with, in a sinking condition, at the entrance to Milford Haven. A boat from the "Elizabeth," manned by the mate and seaman named, succeeded in taking off the master and crew (4 in number) who were next day transferred to the S.S. "Annie Vernon," and landed at Whitehaven.	Jan. 22, 1868 -	1*l.* each - -	Mer. Mar. Fund.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Captain John Meldram of the barque "Swanley" of London.	Rescuing the master and ten of the crew of the barque "Jane," of Liverpool, from the wreck of that vessel, in lat. 41° 36′ N. long. 55° 26′ W. The survivors had been for five days exposed to the weather, and were nearly exhausted with hunger when taken off by the "Swanley's" boat.	April 14, 1868 -	Telescope, value *5l. 15s. 6d.*	Public vote.
Captain Eli Curtis, of the ship "Sunderland," of Jersey.	Picking up in lat. 45° 30′ N. long. 44° 50′ W. the master and crew (13 in number) of the barque "Arbutus" of St. John, N.B., which had foundered three days previously. The rescued men were in a very exhausted condition, from want and exposure, and received great kindness and attention from Captain Curtis, who landed them at Quebec.	May 1868 -	Binocular glass, value *6l. 6s.*	Public vote.
Captain John M'Donald, of the S.S. "Caledonia."	The "Caledonia" picked up the master and part of the crew of the abandoned barque "Vasco di Gama" of Hull, who had been drifting about for five days in an open boat. Hearing that there was a second boat and crew in a similar position, Captain M'Donald altered his course, and, notwithstanding a thick fog, managed to rescue them also.	Sept. 25, 1868 -	Telescope, value *5l. 15s. 6d.*	Public vote.
Captain Wm. Grossart, master.	The "Americana," from Quebec for Liverpool, encountered a succession of heavy gales, and became waterlogged. She was sighted by the "Adept," and Captain Grossart bore down and lay by her until the gale moderated, when he sent his boat with Mr. Anderson and four seamen, who volunteered for the service, and with great difficulty and danger succeeded, in two trips, in taking the crew, 23 in all, on board the "Adept."	Sept. 29, 1868 -	Binocular glass, value *6l. 6s.*	Public vote.
Mr. Jas. P. Anderson, 1st mate.		- - -	Telescope, value *5l. 15s. 6d.*	
Wm. Bricknell - -		- - -	*2l.* to each of the men.	
Wm. Anderson - -		- - -		
Daniel Ferguson - -		- - -		
David Boul - - -		- - -		
Seamen of the "Adept," of Glasgow.				
Captain Wm. Talbot, master of the ship "Star of Hope," of Aberdeen.	Rescuing and conveying to Leith 52 of the crew and passengers of the S.S. "Hibernia" of Glasgow, which vessel foundered at sea. The rescued persons were kindly treated on board the "Star of Hope" for two weeks previous to their being landed at Leith.	Nov. 1868 -	Binocular glass, value *6l. 6s.*	Public vote.

II.—Services rendered by Fishing Smacks and Salvage Smacks at Sea.

Thos. Blackmore -	The brig "Mentor" of Sunderland was in a sinking condition near the Dogger Bank, when she was seen by the smack. The boat was immediately got out and, proceeding at great risk to the vessel, succeeded in taking off the crew (6 in number) and subsequently landed them at Hull.	Oct. 27, 1867 -	*12l.* to be divided amongst them.	Public vote.
Geo. Goodchild - -		- - -		
W. Cappleman - -		- - -		
Master and crew of the smack "Fearless," of Hull.				
Master and crew of the lugger "Buffalo Gal," of Broadstairs.	Rescuing at considerable risk the master and crew (11 in number) of the "Ann M'Lester" of Whitby, when that vessel was driving out to sea in a disabled condition. The lugger was detained a day in landing the crew at Dover, and sustained damage by being driven against the pier at that port.	Dec. 2, 1867 -	*10l.* to be divided amongst them.	Public vote.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Master and crew of the smack "Fashion," of Great Yarmouth.	Rescuing and landing at Yarmouth the master and crew (6 in number) of the smack "Greyhound" of Yarmouth, who had abandoned their vessel in a sinking condition. The crew of the "Greyhound" were subsisted on board the "Fashion" for three days.	Dec. 2, 1867 -	6*l.* to be divided amongst them.	Public vote.
Master and crew of the smack "Victor," of Grimsby.	Rescuing and landing at Grimsby the crew (7 in number) of the barque "Mildmay" of Shoreham, who had abandoned their vessel in a sinking condition.	Dec. 2, 1867 -	5*l.* to be divided amongst them.	Public vote.
Wm. Desmond (master) and the crew of the smack "Reliance," of Yarmouth.	The smack "Hebe" of London had her deck swept and boat washed away, and the crew were in great peril. The "Reliance" sent her boat in a very heavy sea and took off the crew and landed them three days after at Yarmouth.	Dec. 13, 1867 -	5*l.* to be divided amongst them.	Public vote.
Master and crew of the smack "Fox," of Yarmouth.	Receiving on board and conveying to Yarmouth the master and crew (10 in number) of the brig "William" of South Shields, who had abandoned their vessel when in a sinking condition.	Dec. 131867 -	10*l.* to be divided amongst them.	Public vote.
Master and crew of the smack "Pearl," of Grimsby.	Picking up and conveying to Grimsby the master and crew (6 in number) of the brig "Ambassador" of Sunderland, which vessel was abandoned after being in collision.	Dec. 21, 1867 -	6*l.* to be divided amongst them.	Public vote.
Master and crew of the smack "Superior," of Hull.	Rescuing and landing at Hull the master and crew (6 in number) of the brig "Marie Emilie" of Ramsgate. When fallen in with by the smack, the "Marie Emilie" was in a disabled condition, having shifted her ballast and sprung a leak.	Feb. 4, 1868 -	10*l.* to be divided amongst them.	Public vote.
Master and crew of the smack "Rover's Bride," of Great Yarmouth.	Rescuing the master and crew (6 in number) of the "Riga," of Sunderland, when that vessel was in a sinking condition. The rescued men were landed by the smack at Great Yarmouth.	Feb. 4, 1868 -	10*l.* to be divided amongst them.	Mer. Mar. Fund.
Master and crew of the smack "Margaret Agnes," of Fleetwood.	Picking up and conveying to Douglas two of the crew of the schooner "Electric" of Runcorn, which vessel had foundered. The rest of the crew (3 in number) went down with the vessel.	Feb. 19, 1868 -	2*l.* 10*s.* to be divided amongst them.	Public vote.
Master and crew of the smack "Henry Smethurst," of Grimsby.	The smack fell in with the brigantine "William" of South Shields in a sinking condition. The boat of the smack was launched, and putting off to the vessel, succeeded in rescuing the master and crew (6 in number), and landing them next day at Grimsby.	Mar. 27, 1868 -	10*l.* to be divided amongst them.	Public vote.
John Tye (master), and crew of the smack "Queen Victoria," of Harwich. Thomas Crane (master), and crew of the smack "Ranger," of Ipswich.	Rescuing at considerable risk the master and crew of the brig "Goshawk," of Shoreham, stranded on the Long sand. The "Queen Victoria" rescued 6 of the crew by means of her boat, which was several times nearly swamped by the heavy seas. The crew of the "Ranger" rescued the master. The rescued men were landed at Harwich.	Sept. 13, 1868 - - - -	15*l.* to be divided amongst them. 5*l.* to be divided amongst them.	Mer. Mar. Fund.
Master and crew of the fishing lugger "Young Walter," of Great Yarmouth.	During a gale a heavy sea struck the "Diadem," of Hartlepool, and stove her bow. The crew took to their boat, and were picked up by the "Young Walter," and conveyed to Yarmouth.	Oct. 4, 1868 -	5*l.* to be divided amongst them.	Mer. Mar. Fund.

III.—Services rendered by Boats from the Shore, or by Lines from the Shore, or by Swimming or putting off from the Shore.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Edward B. March, Esq., British Vice-Consul, San Sebastian.	On the night of the 7th December 1867 the French ship "Nouveau Caboteur" was cast on shore in the Bay of Zurriola, on the north coast of Spain, during a gale of wind. The sea at the time was running so heavily that no boat would venture to put off. There was also a general belief that it was impossible for a boat to be of any service. At this crisis, the British vice-consul at San Sebastian, Mr. E. B. March, after unsuccessfully entreating some of the bystanders to accompany him, plunged into the sea, swam to the vessel, and succeeded in bringing a rope to land. The rope was then secured, and one of the crew came safely to shore along it. The second, (a lad) lost his hold, dropped into the sea, and sank. Mr. March, though benumbed with cold, at the greatest personal risk again swam to the vessel, dived under her keel, recovered the lad, and brought him to land. The remainder of the crew (which consisted of six men in all) got safely to land. Mr. March was for a time completely prostrated from the effects of his exertions and the intense cold, but by care and attention he was restored, a result scarcely to have been expected under the circumstances.	Dec. 7, 1867	The Albert medal of the first class.	
Four coastguard-men at Hoylake.	The "Maria," of Chester, went ashore at Hoylake, and a line was thrown over her by the Coastguard, who hauled the crew of three men through the surf.	Dec. 14, 1867	1*l.* to be divided amongst them.	Mer. Mar. Fund.
Five fishermen at Fraserburgh.	Putting off in reply to signals of distress from the barque "Tornado," of Liverpool, which vessel was stranded on Cairnbulg Briggs, 5 miles E. of Fraserburgh.	Dec. 22, 1867	25*s.* to be divided amongst them.	Mer. Mar. Fund.
The widow and children of Mr. C. E. Bull, late Collector of Customs at Wells, Norfolk.	Mr. Bull died from the effects of exposure and the exertions he underwent on the occasion of the wreck of the "Rose in June."	Dec. 1867	100*l.*	Mer. Mar. Fund.
Richard Johns, coxswain of the Tramore lifeboat; and Martin Norris, R.N.R., one of the crew of the lifeboat.	The ship "Oasis," of Liverpool, struck on the rocks near Tramore, and in rescuing the crew by the lifeboat the coxswain showed great skill and courage. The day after the vessel struck the lifeboat again proceeded to the wreck for the purpose of securing one of the crew that had been left on board, when the coxswain again distinguished himself, and Norris jumped on board the vessel and succeeded in getting the man into the boat after considerable personal risk and danger. The whole of the crew of the lifeboat were remunerated for their services by the Board of Trade and the Royal National Lifeboat Institution.	Jan. 13, 1868	A testimonial on parchment to each.	

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
John Brook Isaac Dix Amos Foster William May John Hewson Frederick Brown William Blandon (Fishermen at Misner Haven.)	The brigantine "Equity," of Sunderland, was wrecked at Misner Haven, and being too far out for a rocket to reach her, the crew were in danger of perishing, when a boat from the shore was put off, and after two attempts, her crew succeeded in rescuing the master and crew (5 in number) of the "Equity." The persons paid 1*l.* each manned the boat on the two occasions.	Jan. 25, 1868	1*l.* each 10*s.* each	Mer. Mar. Fund.
Master and crew of the boat "Herring," of Holy Island.	The brig "Venice," of Sunderland, struck on the Plough rock when the boat put off and succeeded in rescuing the master and crew (6 in number), and landing them at Holy Island.	Jan. 29, 1868	5*l.* to be divided amongst them.	Mer. Mar. Fund.
Mr. Wm. Quigley, chief officer at Whitby station. J. Dickson, F. Holmes, D. Storey, W. Hasland, R. Gatesby, beachmen. S. Palmer, W. Hudson, W. Watson, W. Storey, H. Burton, beachmen. 6 coastguard men and 29 members of the Whitby Vol. Life Co. and others.	The schooner "William Barker," of Whitby, drove ashore at East Cliff during a heavy gale. Communication with the vessel was effected by means of the rocket apparatus, but owing to the drifting of the vessel, the crew could not be landed until the persons who received the higher rewards descended 200 feet down the cliff by means of the hawser, at the risk of their own lives.	Feb. 23, 1868	1*l.* each 10*s.* each 5*s.* each	Mer. Mar. Fund.
Sub-lieutenant Lionel Andros de Sausmarez, of Her Majesty's ship "Myrmidon."	While Her Majesty's ship "Myrmidon" was lying in Banana Creek, River Congo, Western Africa, at about 10.30 p.m., William Torrance, able seaman, fell overboard. Mr. de Sausmarez was officer of the watch, and although a strong current was running at the time, and the river infested with sharks, he immediately jumped overboard, secured Torrance (who could not swim), swam with him to the pier, and supported him there until assistance came.	June 1, 1868	The Albert medal of the second class.	
The widow of Mr. Rd. Flynn, Chief Officer of coastguard, Curracloe. Eight children of ditto The widow of Joseph Randall, chief boatman. Three children of ditto The widow of William Smith, commissioned boatman. Four children of ditto The widow of Samuel Jenkins, boatman. Four children of ditto John Regan Edward Conway	The Curracloe lifeboat put off to a vessel in distress, and was capsized. Four men out of the lifeboat's crew of six, were drowned.	Sept. 8, 1868	30*l.* 40*l.* divided 30*l.* 15*l.* divided 25*l.* 20*l.* divided 25*l.* 20*l.* divided 2*l.* 2*l.*	Mer. Mar. Fund.
Viscount Bury Charles Pride, coastguard boatman, Christchurch.	A fishing boat with three men was swamped in a heavy sea off Mudeford. Lord Bury and Charles Pride launched a small boat and put off to their rescue the service being attended with much danger. One man was restored, but the other two were drowned.	Oct. 6, 1868	A testimonial on parchment, Do.	
Mr. Wm. Mains, chief officer of coastguard, Heligoland.	Gallant services at the rescue of the survivors of the crew of the schooner "Constantia," of Berwick.	Oct. 25, 1868	Binocular glass, value 6*l.* 6*s.*	Mer. Mar. Fund.
E. Adams, master of the sloop "Primrose," of Dartmouth.	The sloop "Bonita," of Jersey capsized off Brixham, when the "Primrose" put off to her and succeeded in rescuing 2 of the crew.	Oct. 28, 1868	1*l.*	Mer. Mar. Fund.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
William Williams, assistant light-keeper, Copeland Island. James Clegg, farmer -	The two men manned a boat and put off to the rescue of the survivors of the crew of the "Azur," of Jersey, which vessel was lost on Mew Island during a heavy gale.	Dec. 2, 1868 -	1*l.* each - -	Mer. Mar. Fund.

Table 32. List of PERSONS (Natives of Foreign Countries) to whom REWARDS have been granted by the BRITISH GOVERNMENT, during the Year 1868, for gallant Services in SAVING LIFE FROM SHIPWRECK, &c.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Captain A. Brockhusen of the "Pauline" of Wolgast.	Rescuing the master and crew (six in number) of the "Sylph" of Poole destroyed by fire in July 1864. The crew of the "Sylph" were on board the "Pauline" for 31 days, and were landed at Queenstown.	July 20, 1864 -	Binocular telescope, value, 10*l.* 10*s.* 14*l.* 11*s.* 2*d.* subsistence.	Public vote.
Captain J. Lorange, of the Norwegian ship "Wilhelm Ludvig," of Frederickstadt.	The "Wilhelm Ludvig" fell in with the "Enchantress" of Sunderland about 60 miles S.W. of the Land's End, in a sinking condition, and with her rudder broken. Captain Lorange took off the crew of the disabled vessel, and landed them at St. Michael's Mount.	Jan. 9, 1867 -	Telescope, value 5*l.* 15*s.* 6*d.*	Public vote.
Five men forming the crew of the life boat at Rio Grande do Sul.	The "Guide" of Jersey was stranded near the bar of Rio Grande do Sul; the crew (8 in all) were rescued by the life boat, which made two trips for that purpose.	June 3, 1867 -	8*l.* to be divided amongst them.	Public vote.
Henrik Klabo Bork - Johan Christian Bork - Forger Hansen - - Johan Mikkleson - Danish Seamen.	The crew (7 in number) of the brig "James" of Ardrossan abandoned their vessel near Vardoe, but were unable to reach the shore, owing to a heavy sea, when the seamen named put off in a boat, and towed the boat containing the shipwrecked men to the shore.	Sept. 24, 1867 -	2*l.* each - -	Public vote.
Captain Luca Grando, of the Austrian barque "Juno."	Rescuing the master and crew (12 in number) of the barque "Victory" of North Shields, when that vessel was in a sinking state. The rescued men were kindly treated on board the "Juno" for 4 days, and were then transferred to another Austrian vessel and landed at Malta.	Sept. 27, 1867 -	Telescope, value 5*l.* 15*s.* 6*d.*	Public vote.
Martin Külper and his partner in the ownership of a smack.	The barque "Euretta" of Liverpool stranded at the mouth of the Weser, and the master and crew (17 in number) were taken off by the smack at great risk to the crew.	Oct. 3, 1867 -	10*l.* - -	Public vote.
Captain H. F. Prohn, of the Prussian brig "Doris" of Barth.	Rescuing the master and crew (nine in all) of the "Vitoria" of West Hartlepool.	Nov. 5, 1867 -	Telescope, value, 5*l.* 15*s.* 6*d.* 2*l.* 9*s.* subsistence.	Public vote.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Captain Nicolai Lindal Wallöe, of the Norwegian ship "Washington," of Tonsberg.	Rescuing the master and crew of the "Ellen," of Whitby, which vessel was abandoned at sea.	Nov. 10, 1867 -	Telescope, value *5l. 15s. 6d.*	Public vote.
Crew of Prussian lifeboat stationed at Dantzig Harbour.	The "Greta" of Shields, being unable, owing to a gale and heavy sea, to enter Dantzig Harbour, drifted ashore. Next morning the life boat put off and rescued the vessel's crew, eight in number.	Nov. 22, 1867 -	Coxswain, *2l.* - Crew, *1l.* 10*s.* each.	Public vote.
Captain Hering, of the Danish brig "Flink."	The S.S. "Bristol" with pig iron, encountered a very heavy gale, and shifted her cargo, causing her to lay over on her beam ends. Her signals were answered by the "Flink," which bore down and succeeded in rescuing 16 persons, but before the boat could return for the captain and two men who remained on board, the "Bristol" went down. The survivors were well treated, and landed at Cherbourg.	Nov. 30, 1867 -	Gold watch, value *21l.*	Public vote.
Captain A. M. Budinich, of the Austrian barque "Ebe."	Rescuing the crew (12 in number) of the barque "Eudora" of Sunderland, and landing them at Constantinople. Captain Budinich refused any remuneration for the subsistence of the crew of the "Eudora" during the six days they were on board the "Ebe."	Nov. 30, 1867 -	Binocular telescope, value, *10l.* 10*s.*	Public vote.
Captain Albert Koop, of the "Anna Maria," of Wustrow.	The brig "Corunna" of Whitby was fallen in with in a sinking condition by Captain Koop, who received the crew on board his vessel, and declined to accept payment for their subsistence.	Nov. 1867 -	Telescope, value *5l. 15s. 6d.*	Public vote.
The King of Raratonga - Natives of the island of Penrhyn.	For kindness and hospitality shown to the shipwrecked crew (18 in number) of the ship "Anna Dorothea" of Liverpool, which stranded on Starbuck Island on the 3d Nov. The crew succeeded in reaching Penrhyn Island in the long boat on the 6th Nov. On the 9th Dec. six of the crew left the island in the long boat, and reached Raratonga on the 21st, where they were treated with the greatest kindness and hospitality until the 10th January, when they were taken to Tahiti by the Tahitian schooner "Aorai." The remainder of the crew left on Penrhyn Island were taken on board the British cutter "Courier" on the 15th Dec. and conveyed to Malden Island.	Nov. and Dec. 1867. - - -	Gold watch and chain, value *36l. 5s.* A supply of linens, calicoes, and alpacas, value *50l.*	Public vote.
22 fishermen at the Scaw -	Rescuing the master and crew (8 in number) of the brig "Elizabeth Ferguson" of Sunderland, stranded at the Scaw. The fishermen put off in their boats three times to the assistance of the crew, and succeeded in rescuing them by means of lines thrown from the vessel to the boats.	Dec. 1, 1867 -	*1l.* 10*s.* each -	Public vote.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Pierre Eleónor Mulard, pilot. Jacques Auguste Dutertre, pilot. Jean Adolphe Dellannoy, coxswain of the Calais lifeboat.	The schooner "Forester" of Rye was wrecked near Calais Pier, and the crew were taken off by means of the life boat at great risk. The two pilots and the coxswain of the boat declined to receive a pecuniary reward for their services.	Dec. 2, 1867 -	Certificates on parchment.	
Remainder of the crew of the lifeboat.		- - -	100 francs to be divided amongst them.	Public vote.
Allain Le Roux - - Nicholas Le Roy - Joseph Carré - - Yves Riou - - - Fishermen at the Ile de Batz.	Proceeding in their boat to the aid of the crew of the brig "Jane Alice" of Sunderland, wrecked on the Ile de Batz. After getting as near as possible to the vessel, Le Roux jumped into the water, and succeeded in reaching her, and with his assistance 5 of the crew managed to get over the rocks and into the boat.	Dec. 2, 1867 - - - - - - - - - -	50 francs - - 25 francs each.	Public vote.
Crew of the Terschelling lifeboat.	Rescuing at considerable risk 6 of the crew of the brig "Admiral" of Newport, wrecked off the island of Terschelling.	Dec. 3, 1867 -	10*l.* to be divided amongst them.	Public vote.
Captain N. M. Michelson Christian Anderson, seaman Peter Bruun, seaman - of the Danish schooner "Hendrik."	The barque "Pearl" of Hartlepool was capsized in a storm off the west coast of Jutland, and remained on her broadside some hours, when she righted. The crew, with the exception of one man who was washed away, got on board again, but found the decks swept, and the vessel full of water. They were rescued by a boat from the "Hendrik," manned by Anderson and Bruun, who succeeded, in two trips, and at great risk, in transferring the survivors to that vessel.	Dec. 3, 1867 - - - - - - -	Binocular glass, value 6*l.* 6*s.* 2*l.* each.	Public vote.
Captain H. C. Helmer, of the Norwegian barque "Lotos."	The "Lotos" fell in with the brig "May" of Scarborough in a disabled condition, and remained by her for nine hours. The crew (8 in number) were then received on board the "Lotos," and were landed at Antwerp, having been treated with great kindness for six days.	Dec. 4, 1867 -	Telescope, value 5*l.* 12*s.* 6*d.*	Public vote.
Captain Gouguec, of the French schooner "Marie Eugènie."	Rescuing the crew of the brig "San Juan" of Sunderland, that vessel being in a disabled state and full of water, and the crew at the time, with the exception of one man, being blind from the effects of the steam from the cargo (grain). The crew of the "San Juan" were 4 days on board the "Marie Eugènie," and were landed at Locmariaquer.	Dec. 5, 1867 -	Telescope, value 5*l.* 15*s.* 6*d.*, and 20*l.* for compensation for loss and damage.	Public vote.
Captain O. Bagge, of the Norwegian barque "Tistedalen."	Rescuing the master and crew (also 3 of the crew of the S.S. "Malta," who had been put on board to assist in pumping, 32 persons in all) of the ship "Alfred" of Calcutta, when that vessel was in a sinking condition, having sprung a leak some days previously. The rescued persons were kindly treated on board the "Tistedalen" for 4 days, and were landed at Plymouth.	Dec. 7, 1867 -	Sextant, value 20*l.* 15*l.* 7*s.* 6*d.* subsistence, and port charges at Plymouth.	Public vote.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Monsieur Juste Marius Surmont, Commander -	Rescuing the master and crew of the brig "Abby P. Fenno" of St. John, N.B., when that vessel was in a sinking condition. Captain Surmont sent a boat with his lieutenant, boatswain, and eight men, who succeeded in taking off the distressed crew, and conveying them on board the "Ville de Paris." The rescue was attended with great risk, owing to a heavy gale and high sea. Captain Surmont declined to accept any remuneration for subsistence.	Dec. 16, 1867 -	Binocular glass, value 6*l.* 6*s.*	Public vote.
Baron Charles de Bragelongne, lieutenant - -		- - -	Telescope, value 5*l.* 5*s.*	
Francois Chana, boatswain -		- - -	2*l.* each.	
Seamen: P. M. Soulas -		- - -		
J. F. Connora -		- - -		
Thomas Ives -		- - -		
M. Urvoy -		- - -		
J. M. Celo -		- - -		
J. L. Baron -		- - -		
J. M. Carpier -		- - -		
G. Lebalanger		- - -		
Of the French Mail Steamer "Ville de Paris."				
Captain Field, of the American ship "Moonbeam."	The crew (27 in number) of the "Iolar" of London had abandoned their vessel and taken to the boats, when they were picked up by the "Moonbeam," and conveyed to Bombay. They were on board the "Moonbeam" for 44 days, and received very kind treatment during that time.	Dec. 18, 1867 -	Gold watch, value 31*l.* 10*s.* 100*l.* subsistence.	Public vote.
Captain Alvin K. Barter, of the American brigantine "Keystone."	Rescuing the master and crew (7 in number) of the barque "Lady Gordon" of Maryport when in a sinking condition. The rescued men remained on board the "Keystone" for 18 days, and were treated with great kindness. Captain Barter declined to receive any remuneration for subsistence.	Dec. 27, 1867 -	Gold watch, value 21*l.*	Public vote.
Captain Onésime Delasella, of the French steam ship "Pionnier," of Bordeaux.	Rescuing the crew of the ship "Atieth Rahamon" of Bombay, wrecked on Tromelin Island on the 26th November 1867.	Dec. 1867 -	A gold medal -	Public vote.
Captain Robert Cunningham, of the American ship "Great Western."	The "Northern Belle" of Liverpool was in a sinking state, when she was fallen in with by the "Great Western." Owing to a heavy gale it was found useless to attempt to launch a boat at the time, and Captain Cunningham lay by the wreck for two days and two nights before the rescue could be effected.	Jan. 3, 1868 -	Gold watch, value 26*l.* 5*s.*	Public vote.
Captain Woodward, of the American ship "Progress."	Rescuing and bringing to Liverpool the master and steward of the schooner "Gauntlet" of Liverpool, that vessel being in a sinking condition. The rest of the crew of the "Gauntlet" had left that vessel the day previous to falling in with the "Progress" and had been taken on board the American barque "Annie Lyle."	Jan. 4, 1868 -	Telescope, value 5*l.* 15*s.* 6*d.*	Public vote.
Owners of "Progress" for subsistence.		- - -	2*l.* 5*s.* 6*d.*	
Victor Lebacheley -	The sloop "Alarm" of Guernsey was driven ashore near Sciotot, and the crew (4 in number) were saved by the exertions of the inhabitants, and were treated with great kindness. The three stone dressers particularly distinguished themselves in endeavouring to save one of the crew who jumped overboard before a communication with the vessel was effected.	Jan. 22, 1868 -	2*l.* to each - -	Public vote.
Jean Francois Roullaud -		- - -		
Jules Houel - - stone dressers near Sciotot, France.		- - -		
Inhabitants of the locality		- - -	Thanks of Her Majesty's Government.	

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Captain Jordan, of the United States ship "Bombay," of Bath, Maine. Captain Bishop, of the United States ship "Jane Southard," of Richmond, Maine.	The brig "Zero" of Whitstable was abandoned by her crew who got on board the brig "Albion" of Aberystwith. Subsequently the "Albion" met with bad weather, and being in a sinking condition the two crews (17 in number) were taken off the vessel by the "Bombay" on the 28th Jan. On the 4th Feb. the "Bombay" fell in with the "Jane Southard," and a portion of the rescued crews were transferred to that vessel. The captains of both vessels refused to receive any remuneration for the subsistence of the rescued men.	Jan. and Feb. 1868. - - -	Gold watch, value 26*l.* 5*s.* Sextant, value 20*l.*	Public vote.
Captain Johannes Schouten and crew of the Dutch fishing smack "Visschess Welvaart."	Rescuing at considerable risk the master and crew (8 in number) of the barque "Industry," of North Shields, that vessel being in a sinking condition. The rescued persons were treated with great kindness on board the smack, and were landed at Vlaardingen.	Feb. 4, 1868 -	20*l.* to be divided amongst them. 4*l.* 7*s.* 6*d.* subsistence.	Public vote.
Captain B. Huisman of the Dutch smack "Vlaarding's Hoop." Three seamen who manned the boat.	The "Mary Lyon," of London, was in a sinking condition when she was fallen in with by the Dutch smack. Captain Huisman sent his boat with three men to rescue the crew, but the boat proved too small, and only two persons were taken off the wreck. The remainder of the crew took to their long boat, and, the sea being heavy, were nearly swamped in getting on board the smack.	Feb. 7, 1868 - - - -	Binocular glass, value 6*l.* 6*s.* 1*l.* each.	Public vote.
Captain Groenweld, and the crew of the fishing smack "Wisselvalligheid," of Rotterdam.	The mate and two men of the brig "Annie Largie," of Montrose, went on board an abandoned brig (the "William and Sarah," of South Shields) intending to take her into port, but she was so disabled that they could not work her, and they left her and got on board the "Wisselvalligheid." Soon afterwards, the "Hercules," of Arbroath, became disabled during a heavy gale, and Captain Groenweld sent a boat and took off her crew. Both crews were landed at Rotterdam.	Feb. 8, 1868 -	15*l.* to be divided amongst them.	Public vote.
Master and crew of the smack "Jeune Emile," of Trouville.	The "Providence," of Yarmouth, foundered in the channel, and the master and crew (two) were picked up by the "Jeune Emile," and landed at Havre, having been on board three days.	Feb. 11, 1868 -	150 francs to be divided amongst them.	Public vote.
Captain A. F. Thompson of the United States brig "Thomas Turull."	The schooner "Cotnam," of Windsor, N.S., encountered a storm which hove her on her beam ends. The masts were cut away, and she righted, but with four feet water in the hold. The crew remained on board for 5 days without food, when they were taken off by the "Thomas Turull," and landed at Maraquez.	Feb. 25, 1868 -	Binocular glass, value 10*l.* 10*s.*	Public vote.
A Moorish peasant at Tetuan.	Valuable assistance to the master and crew of the "Amethyst," on the occasion of the wreck of that vessel.	Feb. 1868 -	2*l.* - - -	Public vote.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
D. Van de Klooster, Zierikzee, Holland, for self and 2 men forming crew of lugger.	The "Red Gauntlet," of North Shields, was lost on the Bangaard, and the master and crew (11 in all) took to their boat, which being perceived by De Klooster from the shore, he put off with two men in a lugger, and threw a rope to the boat and hauled her on shore. The boat had lost 3 oars, and was in broken water when the rescue was effected.	Feb. 1868 -	5*l.* - - -	Public vote.
Captain J. C. Jahnke, of the Prussian barque "Carl Friedrick," of Demmin.	Rescuing the master and crew of the "Globe," of Hartlepool, which was lost in lat. 57° 23′ N., long. 11° 23′ E. Captain Jahnke treated the rescued crew with great kindness, and after subsisting them for 15½ days, landed them at Aldborough.	Mar. 5, 1868 -	Telescope, value 5*l.* 15*s.* 6*d.*	Public vote.
Captain Francois Breynairt of the French steam tug "L'Industrie."	The "John Frances Buller," of Fowey, struck on the sands off Dunkirk in a heavy gale, and the crew were obliged to take to the rigging, where they remained for 4 or 5 hours, when the tug with a lifeboat in tow, went out and succeeded in rescuing them.	Mar. 7, 1868 -	Telescope, value 5*l.* 15*s.* 6*d.*	Public vote.
Captain Jonas O. Halvorsen, of the Norwegian ship "Svea."	The brig "Henderson," of Lynn, was fallen in with in a sinking condition by the "Svea." The crew took to their boat and got on board the "Svea," where they were kindly treated by Captain Halvorsen, who landed them at the Tyne.	Mar. 13, 1868 -	Telescope, value 5*l.* 15*s.* 6*d.*	Public vote.
Captain John Head, of the U.S. brigantine "James Baker," of Philadelphia.	The brig "Helicore," of North Shields, was lost at Morant Cays, Jamaica, on March 5th, the master and crew (8 in all) taking to their boat. After having drifted about for ten days without food, they were rescued by the "James Baker," Owing to the "James Baker" being short of provisions Captain Head was obliged to put his own crew on short allowance in order to provide for the wants of the rescued men, whom he subsisted for thirteen days, and landed at Gun Cay, Bahamas.	Mar. 15, 1868 -	Telescope, value 5*l.* 15*s.* 6*d.*	Public vote.
Captain Kŭud Aăsuldsen of the Norwegian barque "Thule."	Picking up and landing at Miramichi the master and crew (14 in number) of the barque "Vedra," of Sunderland, after they had abandoned their vessel. The crew of the "Vedra" were on board the "Thule" for 43 days, and received very kind treatment during that time.	April 16, 1868 -	Gold watch, value 26*l.* 5*s.* 43*l.* 4*s.* 6*d.* subsistence.	Public vote.
Captain A. H. Henrica, of the North German barque "Jenny." Five men who manned the boat.	The "Rambler," of Exeter, from Middlesboro' for the Baltic with railway iron, sprang a leak, which gained rapidly on the pumps. The crew being exhausted, hoisted a signal of distress, in reply to which the "Jenny" bore down, and her captain sent a boat with his mate and four men to take off the crew. After a hard struggle, the weather being very stormy, the captain, mate, and five hands were safely transferred to the "Jenny," where they remained for three weeks, when they were taken on board the North German barque "Helene," bound for Falmouth, and landed at that port.	April 18, 1868 - - - -	Binocular lass, value 6*l.* 6*s.* 1*l.* each -	Public vote.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
P. Kröger - - A. Von Ehren and crews of their fishing boats.	Rescuing the crew (27 in number) of the ship "Elizabeth Kate," of Liverpool, wrecked off the coast of Schleswig. After the "Elizabeth Kate" stranded, the fishermen put off in their boats, and remained by her for six hours; but being unable to get close to the vessel, the crew left in their boats, and were picked up and conveyed to shore by the fishermen.	April 21, 1868 - - - -	10*l.* to each boat -	Public vote.
Captain Jean Elie Chantreau and Pierre Alexis Guérin, seaman, of the French lugger "Jeune Marie," of Noirmoritier.	The British ship "Queen of the South" was wrecked at the entrance to the Loire, and the whole of the crew perished with the exception of 3 men, who were seen clinging to the wreck. The French lugger bore down to them, although there was no one on board except the master and seaman named, and at considerable risk succeeded in rescuing them from their perilous position.	April 25, 1868 -	A gold medal to each	Public vote.
Captain Johannes Van Winkel, of the Dutch barque "Francina Willemina," of Rotterdam.	Captain Van Winkel lay by the ship "Brechin Castle" for two days, at the request of the master of that vessel, and then received him and his crew on board the "Francina Willemina," and treated them with great kindness.	April 29, 1868 -	Gold watch, value 26*l.* 5*s.*	Public vote.
Captain A. Fulton of the American ship "Northampton."	Rescuing the master and crew (11 in number) of the barque "Sarah," of Sunderland, when that vessel was in a sinking condition, and conveying them to Bath, Mass. The crew of the "Sarah" were subsisted for 30 days on board the "Northampton."	April 30, 1868 -	Sextant, value 20*l.* - 27*l* 18*s.* subsistence.	Public vote.
Captain M. M. Öre, of the "Louis," of Tonsberg.	The master and crew of the "Onda," of Greenock, (13 in all) abandoned their vessel, and were picked up at sea by the "Louis," and conveyed part to Quebec and part to Miramichi.	May 3, 1868 -	Sextant, value 20*l.* -	Public vote.
Captain Kanlund, master of the Swedish galliot "Charlotta."	Picking up and conveying to Wismar the master and crew (5 in number) of the schooner "Sea Belle," of Leith, which vessel had been run down by a German brig.	May 22, 1868 -	10*l.* - -	Public vote.
Captain J. B. Ybinagabeita, of the Spanish steamer, "Beatriz," of Ferrol.	Rescuing the crew, (seven in number,) of the brig "Hope," of Cardigan, which was fallen in with in a sinking state in lat. 37° 15′ N., long. 2° 53′ W. Captain Ybinagabeita refused any remuneration for the subsistence of the rescued crew.	May 26, 1868 -	Telescope, value 5*l.* 15*s.* 6*d.*	Public vote.
Captain John Calvin Wells of the American barque "Cordelia," of New London.	The "Montgomery," of Greenock was abandoned at sea, and her master and crew were taken on board the American barque "Shawmut," and transferred to the "Cordelia," by which vessel they were conveyed to New York.	June 1868 -	Telescope, value 5*l.* 15*s.* 6*d.*	Public vote.
Captain T. Tiemann, master of the Blankenese galleas "Louise."	Rescuing the master and crew of the brig "Parthian," of Sunderland, from their sinking vessel.	July 6, 1868 -	Telescope, value 5*l.* 15*s.* 6*d.*	Public vote.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Captain Raymond Tostian of the French schooner "Fernand," of Courseulles.	Rescuing from their sinking vessel the master and crew (4 in number) of the schooner "Hope," of Liverpool. The rescued persons were treated with great kindness on board the "Fernand" for 3 days, and were landed at Cherbourg. Captain Tostain refused any remuneration for the subsistence of the rescued crew.	July 26, 1868 -	Telescope, value 5*l.* 15*s.* 6*d.*	Public vote.
Monsieur Richard Gueva, custom house officer, Dunkirk.	The "Billow," of Boston took fire at Dunkirk, and the children of the master being on board, Monsieur Gueva at great risk succeeded in rescuing one of them. The other child was burnt to death.	July 29, 1868 -	A silver medal -	Public vote.
Captain Carlo Maggiolo, of the Italian barque "Mariquita."	Picking up at sea the master and crew of the "Fanny," of Llanelly, who had been drifting for 14 hours in an open boat.	Aug. 22, 1868 -	Telescope, value 5*l.* 15*s.* 6*d.*	Public vote.
Captain F. A. Elers, of the Danish vessel, "Felicia," of Haltenan.	Picking up on the Dogger Bank the master and mate of the smack "Criterion," of Hull, and conveying them to Bergen. Captain Elers declined to receive any remuneration for the subsistence of the rescued men for the ten days they were on board the "Felicia."	Aug. 23, 1868 -	Binocular glass, value 6*l.* 6*s.*	Public vote.
Captain Geo. N. Sampson, of the ship "Jacob A. Stamler," of New York.	Rescuing the crew and passengers (108 in all) of the S.S. "Melita," which vessel was destroyed by fire in lat. 48° 54′ N., long. 29° 20′ W.	Sept. 6, 1868 -	Gold watch, value 36*l.* 10*s.*	Public vote.
Captain H. F. Block, of the Prussian ship "August," of Barth.	Receiving on board his vessel, and conveying to Newry 16 persons belonging to the S.S. "Melita," who were transferred from the American ship "Jacob A. Stamler." (See preceding case.)	Sept. 1868 -	Telescope, value 5*l.* 15*s.* 6*d.*	Public vote.
Captain C. D. Schöer, of the Prussian schooner "Zedlitz," of Rendsburg.	The barque "Tom Vokes," of Liverpool, with naphtha, took fire, and the crew jumped overboard just before she blew up. The master and two of the crew clung to a floating spar, and were picked up by the "Zedlitz." The rest of the crew were lost.	Sept. 6, 1868 -	Telescope, value 5*l.* 15*s.* 6*d.*	Public vote.
Captain H. G. Kroon, of the Dutch galliot, "Jeanne," of Veendam.	The "Henry Moore," of Liverpool, was destroyed by fire in lat. 36° 20′ N., long. 10° W. The master and crew were subsequently fallen in with by Captain Kroon, by whom they were kindly treated and landed at Gibraltar. Captain Kroon declined to receive any remuneration for subsistence.	Sept. 18, 1868 -	Sextant, value 20*l.* -	Public vote.
Captain Johann H. Paasch, of the Prussian barque "Moskwa."	Rescuing the master and crew of the "Disraeli," of Belfast, on the occasion of the loss of that vessel. Captain Paasch made no claim for subsistence of the shipwrecked crew.	Sept. 30, 1868 -	Sextant, value 20*l.* -	Public vote.
Captain David, of the French Imperial Navy, Director of the Port of Tenez.	Services rendered to the brig "Carolina," of Malta, on the occasion of the wreck of that vessel.	Oct. 5, 1868 -	Gold watch, value 25*l.*	Public vote.
The crew of the "Petten" lifeboat.	Rescuing the crew (six in all) of the brig "T. F. Gates," of Shoreham, which was driven on the coast of Holland during a very heavy gale.	Oct. 30, 1868 -	6*l.* to be divided amongst them.	Public vote.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	Out of what Fund granted.
Heinrich Haack, master of the Hamburgh fishing smack "Stöhr."	Rescuing the master and 6 men of the brig "Jane," of Whitby, which foundered near the Dogger Bank. The crew had taken to their boat, which was in danger of being swamped by a heavy sea, and the master of the smack had great difficulty in rescuing the men. The boat was lost.	Oct. 31, 1868 -	20*l.* - -	Public vote.
Captain H. D. Voss, of the Mecklenburgh brig "Copernicus."	Rescuing the crew of the barque "Eden," of West Hartlepool, which was destroyed by fire about 25 miles off Heligoland.	Nov. 1, 1868 -	Telescope, value 5*l.* 15*s.* 6*d.*	Public vote.
Ary Weltevreden, Benjamin Weltevreden, and Simon Vasol, Dutch fishermen.	Rescuing the crew of the brig "Alfred," of Sunderland, which was lost on the West Bank, off Rotterdam.	Nov. 9, 1868 -	5*l.* to be divided amongst them.	Public vote.
Stanislas Bonzard -	The "Opal," of Whitby, with coals, struck on the bar at Dièppe during a gale, and went ashore. The master and crew (7 in all) were rescued by the French seamen, who hauled them through the surf by means of ropes.	Nov. 21, 1868 -	140 francs to be divided amongst them.	Public vote.
Manuel Leblond - -		- - -		
Jules Letaineur - -		- - -		
Adrien Neven - -		- - -		
— Vain - -		- - -		
— Aubrey - -		- - -		
— Lefebre - - -		- - -		
Captain Ambrose Rumball of the American brig "Dirigo," of Harrington (Maine).	The "Dirigo" fell in with the ship "John Duncan," of St. John, N.B., in a waterlogged and disabled condition (13 of the crew having been washed overboard and drowned). A boat was immediately launched which proceeded through a very heavy sea to the vessel and took off the mate and 5 seamen, who were landed at Gibraltar, after being on board the "Dirigo," for 11 days. The remaining 3 of the crew of the "John Duncan," were taken off by the American brig "Radbone."	Nov. 23, 1868 -	Binocular glass, value 6*l.* 6*s.*	Public vote.
Four seamen of the "Dirigo," who manned the rescuing boat.		- - -	1*l.* each - -	Public vote.
Captain J. A. Tyson, of the U.S. ship "F. B. Cutting."	Rescuing the crew (7 in number) of the brig "Maggie Rose," of Digby, N.S., which was lost in lat. 36° 4′ N., long. 64° 0′ W. The men were subsisted for thirty-three days and landed at Liverpool, having received great kindness from Captain Tyson, who declined to accept any remuneration for subsistence.	Dec. 12, 1868 -	Gold watch and chain, value 36*l.* 15*s.*	Public vote.
Coxswain - -	Rescuing two of the crew of the "Como," of Montrose, on the occasion of the stranding of that vessel.	1868 - -	2*l.* - -	Public vote.
Nine men forming the crew of the lifeboat at Sversted.		- - -	1*l.* 10*s.* each.	

Table 33. List of PERSONS (Natives of Great Britain and its Dependencies) to whom Rewards have been granted by FOREIGN GOVERNMENTS during the Year 1868, for gallant Services in SAVING LIFE FROM SHIPWRECK, &c.

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	By what Government presented.
Mr. John Dickson, of Grimsby, late master of the smack "Corsair," of that port.	Receiving on board his smack, and conveying to Hull, the master and crew of the "Neptune" of Cette, on the occasion of the loss of that vessel. In performing this service the smack had to abandon her fishing.	Nov. 10, 1866 -	1st class silver medal and diploma.	French Government.
Jno. Richard - (Coastguardmen.)	Rescuing, at great risk, the crew of the French galleot "l'Anemone," of Nantes, wrecked on the coast of Tramore, co. Waterford.	Jan. 14, 1867 -	Silver medal 2d class, and diploma to each.	French Government.
Jas. Mulligan - (Coastguardmen.)		- - -		
S. Pilcher - (Coastguardmen.)		- - -		
Jas. Cahill - (Coastguardmen.)		- - -		
Thos. Taylor - (Fishermen.)		- - -		
Michl. Downey - (Fishermen.)		- - -		
Jno. Dunn - (Fishermen.)		- - -		
Mich. Holly - (Fishermen.)		- - -		
Jno. Kelly - (Fishermen.)		- - -		
Jno. Joy - - (Fishermen.)		- - -		
Thos. Morissy - (Fishermen.)		- - -		
Jas. Keohan - (Fishermen.)		- - -		
Reverend Charles Cobb, rector of Dymchurch.	Rescuing, with much risk, the survivor of the crew of the ship "Courrier" of Dieppe, wrecked at Dymchurch.	Jan. 1867 -	Gold medal 1st class, and diploma.	French Government.
David Howe, master of the "Perthshire Lassie," of Bristol.	Rescuing, with much difficulty, the crew of the French ship "Céline Léonie," of St. Briène, wrecked off Swansea.	Dec. 9, 1867 -	Gold medal and diploma.	French Government.
Captain Davidson, of the "Sitome."	For services to the crew of "L'Active," of Saint Malo.	- - -	Thanks of the French Government.	French Government.
George Swan, master of the ship "Phœbus," of Falmouth.	Rescuing the crew of the French ship "L'Aimable Virginie," and treating them with much kindness for thirteen days.	- - -	Binocular glass -	French Government.
John Walker, master of the "Mary Ann," of Glasgow.	Manning a boat, in company with six other persons, and rescuing the crew of the French ship "La Jeune Heloïse," of Nantes.	- - -	Silver medal -	French Government.
Stephen Suters, mate. (of the ship "Pioneer" of Dover.)	Attempting, at the risk of their lives, the rescue of the crew of the French ship "Trois Sœurs," after an unsuccessful attempt had been made by some Frenchmen, whose boat was capsized, as was that of the British seamen, when they afterwards made an attempt after the capsizing and consequent failure of the French boat to effect a rescue.	- - -	Silver medal 1st class, and diploma to each.	French Government.
Wm. Wood, seaman. (of the ship "Pioneer" of Dover.)		- - -		
Jno. Hambrook, seaman. (of the ship "Pioneer" of Dover.)		- - -		
Jno. Rose, stoker. (of the steamer "Triton," of London.)		- - -		
Jno. H. Hubbard, 2d mate. (of the steamer "Triton," of London.)		- - -		
Geo. Knox, seaman. (of the steamer "Triton," of London.)		- - -		
Jas. Page, mate (of the ship "Hebe," of Whitby.)		- - -		
Wm. Gallop, seaman. (of the ship "Hebe," of Whitby.)		- - -		
Jas. O'Brien, seaman. (of the ship "Hebe," of Whitby.)		- - -		
Dan. Mahoney, seaman. (of the ship "Hebe," of Whitby.)		- - -		
Wm. Charlton, seaman. (of the "Isabella Scott," of Hartlepl.		- - -		
Wm. Veart, seaman. (of the "Isabella Scott," of Hartlepl.		- - -		
John Coulie, seaman, of the ship "Esk," of Whitby.		- - -		
Wm. Smith, seaman, of "Leipsig Packet," of Blyth.		- - -		
Mr. Jno. Firth.				
Alfred Bond, master of the smack "William and Henry."	Saving the life of a French sailor	April 8, 1868 -	Certificate of satisfaction.	French Government.
Five of the crew of the "William and Henry."			200 francs - -	,, ,,

Names of Persons.	Nature of Services rendered.	Date of Services rendered.	Description of Reward granted.	By what Government presented.
Captain Wm. Porrit, master.	Rescuing the crew of the Dutch fishing smack "Haringvisschery."	Dec. 2, 1867 -	2 certificates and 2 silver medals.	Netherlands Government and the South Holland Institution for the preservation of life from shipwreck.
B. Crapper - (Members of the crew of the S.S. "Leipsig.")		- - -	2 certificates, 2*l.*, and a medal.	
W. Hall - (Members of the crew of the S.S. "Leipsig.")		- - -	2 certificates, 2*l.*, and a medal.	
Thos. Burns, (Members of the crew of the S.S. "Leipsig.")		- - -	2 certificates, 2*l.*, and a medal.	
G. Young - (Members of the crew of the S.S. "Leipsig.")		- - -	2 certificates, 2*l.*, and a medal.	
John Cartwright. (Masters of British fishing smacks)	Rescuing the master and crew of the Prussian vessel "Catharina," of Uzk.	Oct. 2, 1867 -	5*l.* each - -	Prussian Government.
John Harding (Masters of British fishing smacks)				
Wm. Buckingham. (Masters of British fishing smacks)				
Henry Bate, Hull pilot -				
James Tapper, chief boatman of coastguard at Prussia Cove Station.	Rescuing one of the crew of the Prussian vessel "Die Sonne," stranded near Prussia Cove, Mount's Bay.	Jan. 22, 1868 -	6*l.* - - -	Prussian Government.
Captain George Brown, of Horne Lane, Dartmouth.	Rescuing the crew of the Spanish vessel "Santa Marta," which was lost at sea.	Dec. 12, 1867 -	Medal and diploma.	Spanish Government.
Captain Saml. B. Bradfield, master of the schooner "Blue Jacket," of London.	Picking up at sea the master and a seaman of the American sloop "Squirral," of New York, which was wrecked when on her passage to Key West, Florida.	- - -	Silver medal -	United States Government.
Captain Samuel Jno. Cole, master of the barque "Malvern," of Sunderland.	For services in connexion with the rescue of the officers and crew of the American vessel "William B. Dinsmore," of Boston, which was burnt whilst on a voyage from Shields to Bombay.	July 8, 1867 -	Gold watch - -	United States Government.
Captain Carruthers, master of the ship "Jalawar," of Liverpool.	For services in connexion with the rescue of the officers and crew of the American ship "William B. Dinsmore," of Boston, which was burnt whilst on a voyage from Shields to Bombay.	July 8, 1867 -	Gold watch - -	United States Government.

PART III.

PRÉCIS of SPECIAL INQUIRIES into WRECKS and CASUALTIES, ordered by the Board of Trade during the Year 1868.

Name, &c. of Ship.	Case as first reported.	Steps taken by the Board of Trade.	Substance of Report after Investigation.	Final Result.
1. **"Admiral Kanaris,"** S.S., *of London*, 764 Tons. Official No. 21,368. WILLIAM PHILLPOT, *Master*. C.C. No. 12,030.	Stranded on Neckman's Ground near Dago Lighthouse, Baltic, on the 8th September 1868.	Inquiry held at Sunderland before J. T. Alcock and T. Boyes Simey, Esqrs., Justices of the Peace, assisted by Captains Harris and Baker, Nautical Assessors.	The "*Admiral Kanaris*" was an iron screw steamer, built at Sunderland in 1858. She left Sunderland on the 2nd September for Cronstadt with a cargo consisting of 1,000 tons of coal. She had a prosperous voyage until the 8th September, at 4.30 P.M., when Dager Ort Lighthouse bore S.E., distant about 9 miles. The course shaped from that bearing of the lighthouse until the vessel struck was E.N.E. At 5 P.M. some beacons were observed on the starboard bow, and the engines were slowed and several casts of the lead taken, which showed respectively 13, 10, and 5 fathoms, and immediately after the last sounding the vessel struck. Attempts were made to get her off, but without success. The crew were taken off by a small steamer, and landed at Dago. The Court were of opinion that the "*Admiral Kanaris*" was lost entirely by the default of the Master, as the course steered from 4.30 P.M. led directly to the rocks upon which she struck. They therefore suspended his certificate for 12 months.	Captain Phillpot's Certificate suspended for twelve months.
2. **"Amsterdam,"** S.S., *of Leith*, 506 Tons. Official No. 55,120. JOHN GIBSON, *Master*. C.C. No. 21, 281.	Stranded on Montauk Point, Long Island, N. America, on the 20th October 1867.	Inquiry held at Leith before J. Watt and A. Beveridge, Esqrs., Justices of the Peace, assisted by Captain Harris and Captain J. M. Bushell, R.N., Nautical Assessors.	The "*Amsterdam*" was an iron screw steam ship, built at Hepburn in 1866. She sailed from South Shields for Malaga in August 1867 with a cargo of coke, and left that port on the 23rd September with 500 tons of fruit and 100 tons of lead for New York. On the 26th the coal in her bunkers caught fire, which was extinguished with great difficulty, and with such loss of fuel that she was obliged to put into Fayal for supplies. After leaving Fayal she met with severe gales and head winds, and on the 7th October, there being only four days' coal left, the Master thought it necessary to burn everything that could be converted into fuel in order to reach Halifax, and he imprudently burnt the tripod of the standard compass, thus leaving only a binnacle compass to steer by. On the 14th October she reached Beaver Island, where she took in coal, and proceeded on her voyage until she made the Nantucket Light Ship, bearing N.W. by N., about five miles distant. She then shaped her course for New York, and although a dense fog came on she continued at full speed until she struck the ground about 20 miles from East Hampton. The Court considered the "*Amsterdam*" was lost by default of the Master in running at full speed through a dense fog without taking soundings, and trusting to one compass only. They therefore suspended his certificate for 12 months.	Captain Gibson's Certificate suspended for twelve months.

Name, &c. of Ship.	Case as first reported.	Steps taken by the Board of Trade.	Substance of Report after Investigation.	Final Result.
3. **"Amy,"** S.S., *of Hartlepool*, 389 Tons. Official No. 58,755. CHARLES BOWDEN, *Master*. C.C. No. 16,757.	Stranded on the rocks outside Winga Beacon, coast of Sweden, on the 7th September 1868.	Inquiry held at Hartlepool before S. Robinson and J. C. W. Johnstone, Esqrs., Justices of the Peace, assisted by Captains Baker and Hight, Nautical Assessors.	The "*Amy*" was an iron screw steam ship, built at Hartlepool in 1868. She was on a voyage from Dantzic to Rotterdam with a cargo of barley, wheat, and rapeseed, and put into Copenhagen for a supply of coals. She continued her voyage on the 6th September, but soon after leaving Copenhagen a dense fog set in, and the vessel struck the rocks near Winga Beacon at 3.30 A.M. on the following day. From the time the fog set in the engines were slowed to half speed and sometimes dead slow, the lead was hove every two hours, and the fog whistle was kept constantly going. The courses steered were correct, and the Master relied on his compasses, as the vessel had been recently swung for their adjustment. The witnesses were of opinion that the fog had some influence on the compasses, or that a current, resulting from recent N.W. winds, had set the vessel to eastward, but the Court did not think the reasons conclusive upon which these opinions were founded, although either cause might have had some influence on the courses steered. The Court considered the Master had used great precaution in the navigation of his ship, and returned him his certificate.	Captain Bowden's Certificate returned to him.
4. **"Ann,"** *of Shields*, Official No. 45,631. 193 Tons. ALFRED PETERS, *Master*. C.S. No. 72416.	Stranded on the Hansholm Reef near Hansholm Island, in the Baltic, on the 3d September 1868.	Inquiry held at Tynemouth before Edward Shotton and John Foster Spence, Esqrs., Justices of the Peace, assisted by Captains Harris and Baker, Nautical Assessors.	The "*Ann*" sailed from the Tyne on the 24th August, bound to Helsingfors with a cargo of coal and chemicals. Nothing of importance occurred until the ship was off the Island of Gothland, on the 2nd September, when it commenced to blow from the northward. She was then put under close reefs and stood to the eastward for some hours. At 6 P.M. she wore round on the starboard tack, and stood to the westward in hopes of finding smoother water. At 6 A.M. on the 3rd Ostergarn Lighthouse was sighted, and continued in sight, but occasionally obscured by passing squalls till 8 A.M. At 9 A.M. a cast of the lead was taken, which showed 13 fathoms, and a quarter of an hour afterwards another cast showed five fathoms. They then tried to wear the ship, but before it was possible to get before the wind the vessel took the ground and soon became a total wreck. The morning was clear and the land visible from daylight. No bearings were taken of Ostergarn Light while the vessel was standing in for the land. The Court were of opinion that if the Master had taken a careful bearing he would have seen that he was standing beyond the line of soundings of 20 fathoms laid down on the chart for the guidance of mariners approaching that dangerous coast. Again, when he obtained 13 fathoms within a supposed distance of 2½ miles from the Island of Hansholm he should have wore his vessel round at once. The Court therefore suspended his certificate for three months.	Captain Peters' Certificate suspended for three months.
5. **"Betsey Williams,"** *of Whitby*, 374 Tons. Official No. 47,181. MICHAEL ROUT, *Master*. C.C. No. 25, 560.	Stranded near Kalvichen, on the coast of Sweden, on the 31st May 1868.	Inquiry held at Whitby before John Chapman and Christopher Richardson, Esqrs., Justices of the Peace, assisted by Captains Harris and Baker, Nautical Assessors.	The "*Betsey Williams*" left Stockholm on the 26th of May 1868, bound for Skelleftea with a cargo of iron. All went well until the 31st of May, when she fell in with ice floes, and in trying to avoid them went off her course and struck upon a sunken rock which was nearly surrounded by ice, and was mistaken by the Master for an iceberg. Having taken into consideration the danger incidental to the navigation of the Gulf of Bothnia early in the year, from the large quantities of floating ice, which make it necessary to change the direction of the ship's head very frequently, thus rendering her course uncertain, the Court were of opinion that the "*Betsey Williams*" was not lost through any neglect or default on the part of the Master.	Captain Rout acquitted of blame.
6. **"Calumet,"** *of Liverpool*, 1,857 Tons. Official No. 46,196. WILLIAM MCGAVIN, *Master*. C.C. No. 7857.	Abandoned at sea on the 16th November 1868.	Inquiry held at Liverpool before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Captains Harris and Baker, Nautical Assessors.	The "*Calumet*" was a wooden vessel, built at Quebec in 1863, and manned by a crew of 34 hands, all told. She left Liverpool on the 7th November with a cargo of salt for Calcutta, and on the 14th met with a heavy gale, which carried away some of her sails and spars, and caused her to strain considerably. The pumps were kept going occasionally, in the intervals of clearing away the wreck. At 10 A.M. on the 15th a Norwegian barque hove in sight, and Captain McGavin desired her to lie by his vessel all night, and the crew were kept at the pumps until 8 P.M., when the pumps sucked and the crew turned in. She was pumped out again at midnight, and again at 4 A.M. on the 16th. At daylight the weather moderated, and staysails were bent for the purpose of nearing the Norwegian barque, then some miles to leeward. At 9 A.M. the carpenter sounded for the first time that morning, and found eight feet of water, and soon after, a brig having been sighted, the crew were ordered to knock off pumping and get the boats out. All hands got on board the "*Santa Rosa*" at noon. Just before leaving, the carpenter drew the boxes in the Master's presence, and found 12 feet of water. The Court were of opinion, that had the pumps been kept going from 4 A.M., when the carpenter's evidence showed they sucked, the water might have been kept under. They also considered the Master much to blame for calling the men away from the pumps so soon, thus letting the water increase. The Court therefore suspended Captain McGavin's certificate for twelve months. **The charge of scuttling, brought against the Captain by four of his crew, was altogether unsubstantiated, and it was shown they were drunk at the time they made it.**	Captain McGavin's Certificate suspended for twelve months.

1,063 Tons. Official No. 35,057. WILLIAM CHRISTALL, *Master.* C.C. No. 9,983.	Bay, on the 4th December 1868.	Turner and Thomas Turner, Esqrs., Justices of the Peace, assisted by Captain Harris, Nautical Assessor.	the St. Lawrence. The land off Mizen Head was made on the morning of the 3d December, and at 8 A.M. the Fastnet Rock was sighted. She ran her course towards Tuskar with a smart S.W. breeze from 8 A.M. to 11 P.M., when she was probably between the Saltees and the Tuskar. The ship's head was then brought close to the wind, and she ran upon a S.E. course until 1 P.M. on the 4th. The latter course must have brought her very far over to the Welsh coast. From 1 P.M. to 7 P.M. the course was altered to E.N.E. the vessel making about 8 or 9 knots, and at 7 P.M. to N.E. by E. If the ship had made the Tuskar, such a course would have been proper, but after a drift of 14 hours to the eastward, with the ship gradually forging ahead to the coast of South Wales, it was attended with the utmost danger. At 8 P.M. a light was seen for a short time on the port bow, doubtless Bardsay light, and at 10.30 P.M. land was reported on the port bow, and the ship was immediately hauled on the starboard tack. Sail was made on the ship to beat her off shore, but the water shoaled so rapidly that the starboard anchor was let go, which unfortunately parted, and though the port anchor was then let go, the ship took the ground before she felt it. The Court were of opinion that the "*Castilian*" was lost through an error in judgment on the part of the Master, but in consideration of his good character and the anxieties attending the navigation of a leaky ship in foggy weather, they suspended his certificate for six months only, and recommended that he should be granted a Mate's certificate during part of that period.	
8. "**Chicago,**" S.S., *of Liverpool,* 1,980 Tons. Official No. 55,033. WILLIAM MCNAY, *Master.* C.C. No. 20,407.	Stranded on the coast of Cork, on the 12th January 1868.	Inquiry held at Liverpool before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Captains Harris and Baker, Nautical Assessors.	The "*Chicago*" was an iron steam ship, built at Jarrow in 1866. She sailed from New York on the 2nd January, bound to Liverpool, and had a favourable passage until 3.20 P.M. on the 12th, when she passed the old Head of Kinsale. From 3.20 till 4.10 P.M. the course was E. by N. ½ N., when the vessel was hauled up to E.N.E. till 4.20 P.M. The engines were then reduced to half speed till 4·50 P.M., when they were stopped, and soundings taken with a patent deep-sea lead, showing 15 fathoms. The weather, which was previously hazy had now settled into a dense fog, which prevented them seeing half the ship's length. After sounding, the Master decided on standing in quite slow till the lead would show 11 fathoms, and then round her to with her head off shore till the fog cleared. The engines were accordingly started, and a quartermaster sent into the chains with the hand lead, but before he could get a cast the ship had taken the ground. Attempts were made to get her off, but without success, and she soon became a total wreck. The Court were of opinion that the vessel was lost through the imprudence of the Master in proceeding inshore in a dense fog, instead of keeping the ship's head off shore till the weather cleared up. They therefore suspended his certificate for six months.	Captain McNay's Certificate suspended for six months.
9. "**Cornelia,**" S.S., *of London,* 214 Tons. Official No. 23,388. SPICER BROWN, *Master.* C.S. No. 35,411.	Stranded at South Hole, six miles W. of Hartland Point, on the 24th February 1868.	Inquiry held at Swansea before G. G. Francis and Thomas Philips, Esqrs., Justices of the Peace, assisted by Capt. Harris and Capt. J. H. Hatchard, R.N., Nautical Assessors.	The "*Cornelia*" sailed from London on the 18th February 1868, with a cargo of coal tar, bound for Swansea. She experienced heavy gales on the 19th and 20th, and had to bear up for Dungeness and Portland; on the 24th she rounded the Lizard, the wind blowing hard and the weather foggy at the time. After passing the Longships and Brissons Rocks, a N.E. by E. course was steered for Lundy, but about 9.30 P.M. broken water was seen ahead, and soon after the vessel struck on the South Hole about 6 miles west of Hartland Point. The Court found that the Master had steered too shy a course during foggy weather, and had neglected to use the lead to verify the position of the ship. His certificate was therefore suspended for three calendar months.	Captain Brown's Certificate suspended for three months.
10. "**Faerie Queen,**" *of Liverpool,* 184 Tons. Official No. 16,160. JOSEPH PEARSON, *Master.* C.S. No. 52,097.	Stranded upon the small Saltee Island, coast of Wexford, on 21st December 1867.	Inquiry held at Liverpool before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Captains Baker and Hight, Nautical Assessors.	The "*Faerie Queen*" was a 3-masted schooner, built at Sunderland in 1856. She sailed from Liverpool on the 11th December, bound for Liberia with a general cargo, including 7 tons of gunpowder. She was obliged by stress of weather to put into Holyhead on the 15th, where she remained until the 19th. On that day she again put to sea, and beat down channel until the 21st at 7.30 A.M., when the Smalls lighthouse bore S. ½ E., distant 6 miles. She was then tacked to the N.W. until 9.30, and again to the southward until noon, when she was again put on the N.W. tack heading N.W. by N. This course was kept till she struck at 7 P.M. Her average speed was 5 knots up to noon, increasing gradually towards evening to from 6½ to 7 knots. The weather became very thick after sunset, and when the vessel struck they could not see more than half the ship's length. No soundings had been taken since leaving Holyhead, though they had been standing so many hours on the same tack towards a dangerous coast, and the Mate seemed to have suggested caution to the Master by asking him at 6 P.M. if he was not going about. His reply was that he would stand on till 8 P.M. They began to get the boats out as soon as the vessel struck, as she made water fast, and finding the cabin full of smoke they feared an explosion of gunpowder, and hurried away. She soon after became a total wreck. The Court were of opinion that the loss of the "*Faerie Queen*" might be ascribed to the same causes which have led to the wrecks of so many vessels on the Irish coast, outward bound from Liverpool. The Master stood on towards land for 7 hours without taking a cast of the lead, although it was suggested by the Mate. The Court therefore suspended Captain Pearson's certificate for 12 months.	Captain Pearson's Certificate suspended for twelve months.

Name, &c. of Ship.	Case as first reported.	Steps taken by the Board of Trade.	Substance of Report after Investigation.	Final Result.
11. **"Falcon,"** S.S., *of London*, 569 Tons. Official No. 43,971. JAMES WARD, *Master*. C.C. No. 842.	Struck on some hidden danger off Cape Finisterre, on 19th August 1868.	Inquiry held at Greenwich before J. H. Patteson, Esq., Stipendiary Magistrate, assisted by Captains Baker and Hight, Nautical Assessors.	The "*Falcon*" was an iron screw steam ship, built at Hull in 1861. She left Kustendji on 27th July 1868, with a cargo of Indian corn for England. After passing Gibraltar on the 14th August she experienced severe weather and shipped a quantity of water, and when off Finisterre on the 19th six of the lanyards parted, and the wire rigging slackened fore and aft. The Master then resolved on putting into Corcubion Bay to repair, and having done so, again put to sea, and at 7 P.M. Cape Finisterre lighthouse bore E. by S., distant about three miles. The ship's course was then set N. by compass, and immediately after she struck upon some hidden danger, and began to make water rapidly. All the pumps were set to work, and the ship put back to Corcubion Bay to repair, but as the water gained greatly on the pumps the Master ran her ashore on what he thought was a sandy beach, but what proved to be a rocky bottom. She soon became a total wreck, and all the cargo was lost. The Court could not come to a satisfactory conclusion as to the exact spot where the ship struck, but as all the witnesses concurred in stating that the vessel was three miles from the land, and as there were no dangers marked on the chart at that distance, and the Master wished to keep as near as possible on account of the strong N.E. wind, they acquitted him of all blame as to the loss of the vessel. The Court therefore returned his certificate to him, with an admonition that it is always dangerous to trust to the eye in calculating distances from the land, and that he would have acted more judiciously in standing further from the coast before hauling up his ship to the northward.	Captain Ward's Certificate returned to him.
12. **"Florence,"** S.S., *of Sunderland*, 747 Tons. Official No. 54,859. JAMES JOHNSON THOMPSON, *Master*. C.C. No. 17,282.	Foundered about a mile inside the Nab Light Vessel, on the 28th September 1868.	Inquiry held at Greenwich before J. H. Patteson, Esq., Stipendiary Magistrate, assisted by Captains Harris and Baker, Nautical Assessors.	The "*Florence*" was an iron-built screw steam ship, two years old, and had a crew of 24 hands, all told. She left Trieste on the 9th September with a general cargo, chiefly grain, and on the 21st put into Gibraltar to coal. She left that port the same night, and on the 28th, while in mid-channel abreast of Ushant, steering E.N.E., a strong gale sprung up from the S.W., causing the vessel to ship a quantity of water to windward on the starboard side. She had a list to starboard; but during the night the cargo shifted, giving her a heavy list to port, and in the morning her port gunwale was in the water. At 9 A.M. of the 27th she was abeam of Portland Bill, about six miles distant, and at 5 P.M. she was hove to on the starboard tack by order of the Master. The Chief Mate remonstrated, and suggested that they should bear for St. Heliers, but the Master refused. The sea continued to wash over the vessel and into the forehold. At 9 P.M. the Master gave orders to bear for St. Heliers Roads, and at 9.30 P.M. her course was E.S.E., going 1½ or 2 knots per hour. She continued to lurch heavily, and the life-boat was drawn under water and broken. At 2 A.M. on the 28th the Master ordered her to be again hove to, but the Mate disobeyed, and from that time the ship was in the hands of the officers and crew. Signals of distress were kept burning during the night, and at 4 A.M. a pilot boat came off, but could not get alongside the steamer in consequence of the lines breaking. At 6 A.M. the ship went down by the head-taking the Master and five hands with her. The rest of the crew were saved by the pilot boat. The Court found that the loss of the "*Florence*" was owing to the shifting of her cargo, and that there was a grave omission on the part of those responsible in not having fitted her with shifting boards amidships fore and aft to prevent the grain fetching from one side to the other. The Court were of opinion that the Master should have continued to run for St. Heliers Roads instead of ordering the ship to be hove to; but considered that the accusation of drunkenness was unfounded.	Captain Thompson perished in the wreck.
13. **"Garonne,"** S.S., *of Liverpool*, 499 Tons. Official No. 54,933. BENJ. DREW, *Master*. C.C. No. 11,710.	Stranded on the Buck Rocks, on the night of the 22d of May 1868.	Inquiry held at Penzance before T. S. Bolitho and J. Tonkin, Esqrs., Justices of the Peace, assisted by Captain Baker, and Captain W. L. Forsyth, R.N., Nautical Assessors.	The "*Garonne*" was a well-equipped and strongly-fastened steamer running between Liverpool and Bordeaux The Master and Officers appear to have been prudent and able seamen. The "*Garonne*" left Bordeaux for Liverpool at 5 A.M. on the 21st May with a cargo of wine and spirits, and 18 passengers. She was seven or eight miles off Ushant, abeam at 1.30 P.M. The course then given by the Master was N. ¼ E., which, supposing there had been no current, would have carried the ship about seven miles outside the Longships. The wind was fair, S.W., and the speed of the vessel about nine knots. From that time the wind gradually increased, and the speed of the ship from 4 to 8 P.M. could not have been less than 10 knots, and after 8 P.M. it was probably faster. The tides were nearly at spring. The strong S.W. wind and the state of the tides would	Captain Drew perished in the wreck.

			10 P.M. the weather had become so thick with rain, that the Longships Light could not have been seen more than one mile; but the ship was nevertheless kept at full speed. At 11.25 the Mate saw the land and called the Captain, who instantly ordered the engines to be reversed and the helm put hard-to-starboard; but there was too much way on her to stop, and she struck the rocks and became a total wreck. Sixteen passengers, the Master, first Mate, and two Stewards were lost with the vessel. The Court were of opinion that the "*Garonne*" was lost through want of discretion on the part of the Master in neglecting the lead, and in not having slackened speed, after leaving Ushant 10 hours, the weather being very thick.	
14. "**Hibernia,**" S.S., *of Glasgow*, 1,317 Tons. Official No. 52,607. ROBERT DOUGLAS MUNRO, *Master*. C.C. No. 3,766.	Foundered at sea in latitude 53° 20′ N., and in longitude 29° W., on the 24th November 1868.	Inquiry held at Glasgow before Wm. McLean and R. S. Cunliffe, Esqrs., Justices of the Peace, assisted by Captain Harris and R. Galloway, Esq., Assessors.	The "*Hibernia*" was an iron screw steam ship, built at Kelvinhaugh in the county of Lanark in 1865. She left New York on the 14th November, bound for Glasgow with a general cargo and 74 passengers. She encountered rough and variable weather until the 24th, when it began to blow a gale, and the driving shaft gave way. The Captain was summoned upon deck, and the ship hove to till daylight with a view of discovering the nature of the accident, and as the screw was beating violently against the stern post it was believed by the Engineers and Captain that it had broken loose upon the shaft. A similar accident had taken place twice before with the same screw; it was deemed advisable to draw the shaft in and so drop the screw. If the shaft had not been broken this might have been done, but as the shaft was broken it was drawn out of the stern pipe, and a large body of water rushed into the stern tank. Even then the water could have only filled the tank if the stuffing box on the water-tight bulkhead had not been interfered with, thus letting the water into the tunnel, and the manhole door not being secured it found its way into the afterhold. The Court doubted whether there was any damage sustained by the sternplates of the vessel, and were of opinion that the water could not have increased so rapidly if the bilge injection, which had been applied immediately after the accident, had not been choked with grain, which was stowed in bulk. The Master showed great presence of mind and ability in getting the passengers and crew into the boats, and ten minutes after he left the steamer she went down. The Court attached no blame to the Master for the loss of the vessel, and deferred pronouncing judgment upon any error of commission or omission on the part of the Engineers while a doubt remained of their safety.	Captain Munro's Certificate returned to him.
15. "**Hooyland,**" *of Glasgow*. 308 Tons. Official No. 43,112. THOMAS FROST ADAMS, *Master*. C.C No. 26,589.	Stranded near Kilmore, on the 15th December 1868.	Inquiry held at Glasgow before Wm. McLean and Richard S. Cunliffe, Esqrs., Justices of the Peace, assisted by Captain Harris and Captain R. P. Dennistoun, R.N., Nautical Assessors.	The "*Hooyland*" left Surinam on the 2d of November ,bound to Greenock with a cargo of sugar and cotton. Nothing of any importance occurred until the 12th November at 5.30 P.M., when the Fastnet was passed at a distance of 14 miles. The wind at this time was blowing strong from the S. by E., and the usual channel course was steered during the night. The wind continued to increase until 6 A.M. of the 14th, when sail was reduced and the ship hove to in 42 fathoms. During the forenoon the wind moderated, and the ship bore up for the Irish channel. At 3 P.M. the Saltees Light Ship was seen nearly ahead, and the vessel was hauled close to the wind to weather it, but the wind fell off, and after wearing several times between the Saltees and the Hook Light she became embayed, and was driven on the beach near Kilmore in spite of all their exertions to beat off the land. Their sails had previously been blown away. The vessel became a total wreck, but only one life was lost. The Court were of opinion that the casualty occurred through stress of weather, and attached no blame to the Master. There was also a charge of drunkenness preferred against the Master, which the Court considered was made without the slightest foundation.	Captain Adams' Certificate renewed.
16. "**Ivanhoe,**" S.S., *of Leith*, 178 Tons. Official No. 7,717. JOHN CAIRNS, *Master*. C.C. No. 100,024.	Last seen on the 1st December 1867 between St. Abbs Head and Berwick-on-Tweed.	Inquiry held at Leith before James Watt and A. Burridge, Esqrs., Justices of the Peace, assisted by Captains Harris and Hunter, Nautical Assessors.	The "*Ivanhoe*" was an iron screw steam ship, built at St. Peters in Northumberland in 1850. She left Leith on the 1st December 1867 with a cargo of 200 tons, including 91 casks of paraffin oil stowed on the deck, bound to Amsterdam, and was last seen at noon on that day between St. Abbs Head and Berwick-on-Tweed. About 1.30 P.M. a gale sprang up unequalled for severity upon that coast, which caused the loss of many vessels, amongst others the "*Ivanhoe*" with all her crew. Several reports were spread about as to the unseaworthiness, &c. of the vessel at her time of sailing. The Court, however, found that she was in every respect seaworthy when she left port; and further, that she was not overladen, and that her cargo was not in excess of her carrying powers; the Court, however, strongly deprecated the practice of carrying deck loads in the winter months, as necessarily impeding the working of the ship.	Captain Cairns was lost in the vessel.

Name, &c. of Ship.	Case as first reported.	Steps taken by the Board of Trade.	Substance of Report after Investigation.	Final Result.
17. **"James C. Bell,"** *of Londonderry,* 603 Tons. Official No. 29,047. William Doherty, *Master.* C.C. No. 31,835.	Abandoned at sea off Trevose Head, on the 6th March 1868.	Inquiry held at Liverpool before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Captains Harris and Baker, Nautical Assessors.	The ship "*James C. Bell*" left Liverpool on the 20th February 1868, with a crew of 17 hands, all told, and a cargo of coal, bound for Bombay. Owing to stress of weather she put back for Liverpool, where she arrived on the 22d, having lost her topgallant sails, &c.; and the necessary repairs being completed she again sailed on the 28th. In proceeding down the channel she experienced strong winds and shipped a great quantity of water, rendering it necessary to work the pumps continually. On the 5th March the starboard pump would not work, and on the same day the crew declined to go further in her, on the ground that she was unseaworthy. She was then between Milford and Scilly, on the 6th she was put before the wind with a view of making Milford, the wind shifting, however, an attempt was made to make some port on the Cornish coast. On the 6th instant Trevose Light was distant about six miles. At midnight, the pumps being choked, the vessel unmanageable, and with seven feet of water in her hold, the boats were ordered to be lowered, and the crew landed at Port Isaac. She soon afterwards broke up. The vessel appeared to have been leaky soon after leaving Liverpool. The Court found that the Master of the "*James C. Bell*" was not guilty of any wrongful act or default; but were of opinion that he should have taken the precaution of exhibiting blue lights, while passing Padstow.	Captain Doherty's Certificate returned to him.
18. **"John,"** *of Hartlepool,* 200 Tons. Official No. 5,169. Samuel Howell, *Master.* C.C. No. 81,700.	Stranded on the Whitburn Rocks, on the 21st December 1867.	Inquiry held at Hartlepool before J. V. Denton and S. Robinson, Esqrs., assisted by Captains Baker and Hight, Nautical Assessors.	The brig "*John*" sailed from Hamburg on the 6th December in ballast, bound for Hartlepool. After leaving Heligoland the course steered was W.N.W. with a southerly wind, which carried the ship too much to the northward. She made the land near Seaham on the 21st, and finding she would not stay the Master wore her round and ran for Sunderland. When off Sunderland Lights he resolved to run for Shields, against the advice of the Mate. After passing through Sunderland Roads inside all the shipping at anchor, the course shaped was N. by W., and in about two hours afterwards the ship struck. The latter course was most injudicious, as it would take the ship exactly to the rocks she struck on. In steering for Shields the Tynemouth Light should always be made well open before approaching Whitburn Rocks or Souter Point. The Master appeared by the evidence to have been drunk during the whole voyage. The Court found the Master guilty of drunkenness and gross misconduct, and suspended his certificate for two years.	Captain Howell's Certificate suspended for two years.
19. **"Logan,"** *of South Shields,* 533 Tons. Official No. 43,638. E. Gibson, *Master.* C.C. No. 24,452.	Abandoned in the Irish Sea, on the 18th August 1868.	Inquiry held at Liverpool before T. S. Raffles, Esq., Stipendiary Magistrate, assisted by Captains Harris and Baker, Nautical Assessors.	The "*Logan*" was built at Amsterdam in 1839. On her return from the Cape of Good Hope in July 1868 she was put into the graving dock for repairs, and was classed A. 1^2. for three years in American Lloyds. She was then loaded with a cargo of 698 tons of coal for Shanghai. Before the vessel sailed, Lloyds Surveyor found that she was making a considerable quantity of water, and that part of the rigging required to be set up. He called the attention of the owner to these matters, who promised that everything should be attended to before the vessel left the river. She sailed on the morning of the 16th with a considerable quantity of water in her hold, and leaking so fast that she had to be pumped out every watch. After rounding the Skerries she proceeded down channel with a fair wind, but making water so fast that at 5 P.M. on the 18th there were 7½ feet of water in the hold. A vessel called the "*Belpore*" then hove in sight, and the crew being exhausted at the pumps, the Master abandoned the vessel with all hands. Before leaving the vessel the Master discovered an increasing leak under the port counter. The Court considered the Master justified in abandoning the vessel, as it was impossible to get at the leak, and the vessel was fast settling down. They therefore returned his certificate to him. No serious danger from the leak was anticipated by the Owner, Master, or Surveyor before the vessel sailed, as she had recently been well caulked and efficiently repaired.	Captain Gibson's Certificate returned to him.
20. **"Margaret and Jane,"** *of Scilly,* 324 Tons. Official No. 14,761. John Stephens, *Master.* C.S. No. 73,966.	Abandoned off the Scilly Islands, on the 22d November 1868.	Inquiry held at Carnarvon before Llewellyn Turner and Thomas Turner, Esqs., Justices of the Peace, assisted by Captain Harris and Captain H. B. Burnaby, R.N., Nautical Assessors.	The barque "*Margaret and Jane*" sailed from Cardiff on the 18th November, bound for Alicante with a cargo of 520 tons of coal. She was nominally under the command of John Stephens, but in reality commanded by David Hughes, a son of one of the owners, who shipped as purser and boatswain. Hughes had no certificate, and was therefore unqualified to act as Master. The vessel was sent to sea in a most improper condition, being insufficiently caulked and unprovided with spare leather and scupper nails for the pumps. She leaked before and after sailing, and the quarter boat was unseaworthy. On the 21st, when about 120 miles off the Scilly Islands, she experienced boisterous weather, and on the following day bore up for Scilly. One of the pumps had been disabled by the action of gravel on the leather, of which there was no spare stock, but the other had almost entirely relieved the vessel of water. The "*Inez*" of Sunderland soon after hove in sight, and the long boat of the "*Margaret and Jane*" being stove in an attempt to launch it, the "*Inez*" sent a boat which took off all the officers and the Captain's son. The usual practice of British seamen was thus reversed, every	Captain Stephens' Certificate suspended for twelve months.

			Jane" until they saw the signal of distress hoisted, as they considered her in no danger, there being only 21 inches of water in the well, and in going off to the "*Inez*" one of them remarked that the "*Margaret and Jane*" would probably be in Scilly before they would reach Swansea in the "*Inez*." She was afterwards picked up derelict by the "*Ezra*" and taken into Scilly. The Court considered that the "*Margaret and Jane*" was needlessly and improperly abandoned by her officers, and therefore suspended the Master's certificate for 12 months, and in passing sentence they regretted that Captain Stephens was the only one before them.	
21. "**Mersey.**" *of North Shields*, 751 Tons, Official No. 3,857. JAMES LAWLAN, *Master.* C.C. No. 12,730.	Abandoned in Latitude 48° 45′ N., Longitude 9° 20′ W., on the 29th September 1868.	Inquiry held at Tynemouth before Edward Shotton and John Foster Spence, Esqrs., Justices of the Peace, assisted by Captains Harris and Baker, Nautical Assessors.	The "*Mersey*" was a wooden vessel, built at New Brunswick in 1850. She left Cardiff in February 1868 with a cargo of about 1,000 tons of coal, bound to St. Vincent, Cape de Verde Islands. She anchored in a bad berth in Penarth Roads, and consequently took the ground, but was got off leaking considerably. 18 of the crew refused to proceed in her, and after a survey 11 of them were imprisoned. The leak having been stopped and another crew engaged she sailed for St. Vincent, where she discharged cargo and proceeded to Pensacola. At Pensacola she took in a cargo of timber, and sailed for Queenstown on the 21st July. She had a favourable voyage until the 16th September, when a strong gale set in, and the vessel began to make water, but the crew succeeded in keeping it under with the pumps. The donkey engine was set to work, but it very soon broke down. From that time she experienced a succession of heavy gales until the 29th, when there were 9 ft. 6 in. of water in the hold, and the crew being exhausted at the pumps came aft and told the captain they could not work any more. A signal of distress was then hoisted, and soon after the ship "*Isabella*" bore down to their assistance. The boats were got out, and they all succedeed in getting on board the "*Isabella*," leaving 12 or 13 feet of water in the "*Mersey*," and taking nothing whatever with them. The Court found that the Master was justified in abandoning his vessel when he did, but would have been better satisfied if he had used a greater amount of moral influence and encouragement to his men under the trying circumstances in which he was placed.	Captain Lawlan's Certificate returned to him.
22. "**Mystery,**" S.S., *of Newry*, 134 Tons. Official No. 11,564. WILLIAM GILMOR, *Master.* C.C. No. 100,154. JOHN BREAKEY, *Mate.* C.C. as Master. No. 100,515.	Stranded in Knock Bay near Portpatrick, on the 23d May 1868.	Inquiry held at Newry before J. T. Butler and Dennis Maguire, Esqrs., Justices of the Peace, assisted by Captain Harris and Captain H. K. Leet, R.N., Nautical Assessors.	The "*Mystery*" was an iron screw steam ship, built in the Clyde in 1856. She sailed from Newry on the 22d May, bound to Ardrossan with a general cargo and 10 passengers. The coast of Scotland to the S. of Portpatrick was sighted on the following morning at 8 o'clock. The Master then altered the coast to N. by W., and soon afterwards went below to breakfast, leaving the Mate in charge. The weather was thick and hazy, but Portpatrick was distinctly visible about one and a half miles distant. Shortly after the Master went below the weather became thicker, so that the land was lost sight of. The Mate, however, without consulting the Master, altered the course first to N. and subsequently to N.N.E., and in about half an hour the ship was stranded in Knock Bay, about three miles N. of Portpatrick, where she soon became a total wreck. The Court were of opinion that the Mate was alone to blame for the loss of the ship, and therefore suspended his certificate for nine months.	The Certificate of Mr. Breakey, the Chief Mate, suspended for nine months.
23. "**North Star,**" S.S., *of London*, 419 Tons. Official No. 54,699. JOHN MCGILP WALLACE, *Master.* C.C. No. 25,033. WILLIAM HENRY HENRY, *Chief Mate.* C. No. 73,662. "**Leichardt,**" *of London*, 621 Tons. Official No. 1,774. THOMAS EDDES PHILLIPS, *Master.* C.C. No. 14,789.	Collision about 2 miles E.S.E. of the Nore Light Vessel, on the 23d October 1868.	Inquiry held at Greenwich before D. Maude, Esq., Stipendiary Magistrate, assisted by Captains Hight and Hunter, Nautical Assessors.	The "*Leichardt*" was a sailing ship, built at Aberdeen in 1853. She sailed from London on 21st October with a general cargo and 24 passengers, bound for New Zealand. She anchored near the Nore Light Vessel on the 23d to clear up for sea, and at 5.30 P.M. the proper light was placed in the fore rigging on the port side. The "*North Star*" was a screw steam ship, built of iron at Renfrew in 1866. She was fitted with telegraph lights to direct the helmsman how to steer, viz.: when the helm was required to be ported a red light was shown, and when to be starboarded a green light, and when to be steadied both lights were obscured. The First Mate, who was a licensed Pilot for the channels between Gravesend and the Sunk Light Vessel, was in charge of the deck. When the "*North Star*" was about a mile from the "*Leichardt*" the latter vessel was observed by the look-out man, who immediately informed the Captain and Mate. The green telegraph light was then exhibited, and the helm was kept to starboard for about a minute, when by a signal from the bridge it was steadied for two or three minutes. The green light to starboard was again shown, but in less than a minute the collision took place, and the "*Leichardt*" was cut down to the water's edge, and foundered in 20 minutes. If the order to steady the helm had not been given the vessels would have gone clear. The statements of the Master and Mate of the "North Star" were contradictory, but the Court found that the Master was guilty of gross misconduct in having left the bridge at a time so critical, as it appears from his own statement he did, and that the Mate, in his capacity of pilot, was guilty of gross misconduct in steering his ship, or allowing her to be steered, right into a ship at anchor which was plainly seen ahead. The Court therefore cancelled the certificates of the Master and Mate.	The Certificates of Captain Wallace and Mr. Henry, Chief Mate of the "North Star," cancelled.

Name, &c. of Ship.	Case as first reported.	Steps taken by the Board of Trade.	Substance of Report after Investigation.	Final Result.
24. **"Ocean Chief,"** *of Liverpool,* 930 Tons. Official No. 44,680. THOMAS VIGURS, *Master.* C.C. No. 48,153.	Abandoned in the Bay of Biscay, about 60 miles from Ushant, on the 24th January 1868.	Inquiry held at Greenwich before D. Maude, Esq., Stipendiary Magistrate, assisted by Captains Harris and Baker, Nautical Assessors.	The "*Ocean Chief*" left Cardiff on the 8th January 1868, bound for Monte Video, with a cargo of coal. From the 10th to the 22d she experienced heavy gales, carrying away her spars and causing her to make water, notwithstanding that the pumps were regularly worked. On the 22d, the weather having slightly moderated, the Master bore up for Falmouth, but a gale sprang up, during which the vessel shipped a sea, filling her cabin and carrying away her bulwarks, &c. On the 23d the Master tried to bear up for Brest, but an easterly wind getting up prevented him from doing so, and finding that the water was gaining fast, and the crew were exhausted, he resolved to abandon her, and he and his crew were received on board the "*Bessie,*" and landed at Falmouth. The Court found Captain Vigurs justified in abandoning his vessel.	Captain Vigurs acquitted of blame.
25. **"Ranee,"** *of Liverpool,* 591 Tons. Official No. 10,584. JOHN HENNESSY, *Master.* C.C. No. 14,272.	Stranded on the Goodwin Sands, on the 6th April 1868.	Inquiry held at Greenwich before D. Maude, Esq., Stipendiary Magistrate, assisted by Captains Baker and Hight, Nautical Assessors.	The "*Ranee*" was a wooden sailing ship, built at Liverpool in 1849. She left London on the 4th April for Qubec, in ballast, in the charge of a pilot, with a crew of 14 hands, all told. The pilot left her in the Downs at 6 A.M. on the 6th, the wind being W.S.W., and the weather clear. At 9.30 A.M. she was about two miles from land, between Dover Castle and the South Foreland. She was then put on the starboard tack, heading S. or S. by E. until noon, when she was put on the port tack, heading N.W. Between 1 and 2 o'clock P.M. the Chief Mate sighted a buoy on the port bow, distant about three miles, and apprized the Master, who soon afterwards took charge of the deck, and kept on the same course until a quarter past 2 P.M., when she struck on the Goodwin Sands between the S.E. Goodwin and the S. Goodwin buoys. Attempts were made to get her off with the assistance of some Deal boatmen, but the tide receded, and she broke up, and became a total wreck. According to the evidence of the Boatswain, the pilot on leaving the ship told the Master that he had "better bring the ship up, as he would have the flood against him at half-past 9;" but the Master kept on his course. By the evidence of the Chief Mate, it appeared that the Master mistook the Goodwin Sand buoy for the Varne buoy. The Court were of opinion that the Master should have taken the advice of the pilot and anchored in the Downs, as it was most injudicious to attempt to work to windward against a strong spring flood tide; and that, taking into consideration the set of the tide to eastward, he should not have mistaken the Goodwin Sand buoy for the Varne buoy. If occasional bearings of the South Foreland had been taken while in sight, they would have proved how fast the ship was setting towards danger. The Court therefore suspended Captain Hennessy's certificate for nine months.	Captain Hennessy's Certificate suspended for nine months.
26. **"Robert and Sarah,"** *of Shields,* 192 Tons. Official No. 25,963. WILLIAM COTTON, *Master.* C.C. No. 24,142.	Stranded on the rocks at Cullercoats, on the 21st November 1868.	Inquiry held at North Shields before the Local Marine Board.	The "*Robert and Sarah*" left London on the 8th November, bound for Blyth, in ballast. There was an illfeeling between the Master and the Mate, which prevented their consulting about the navigation of the vessel. The result was that the "*Robert and Sarah*" was steered too near the shore and struck on the rocks at Cullercoats, where she became a total wreck. The only persons examined were the Master and Mate, and their evidence was contradictory; but the Local Marine Board found the Master guilty of incompetency and gross misconduct, and suspended his certificate for 12 months.	Captain Cotton's Certificate suspended for twelve months.
27. **"Sir James,"** *of Bristol,* 588 Tons. Official No. 497. JOHN TOMS, *Master.* C.C. No. 31,954.	Abandoned about 200 miles south-west of Scilly on 8th April 1868.	Inquiry held at Falmouth before Thos. Webber and Jacob Olver, Esqrs., Justices of the Peace, assisted by Captain Harris and Captain A. D. W. Fletcher, R.N., Nautical Assessors.	The "*Sir James*" sailed from West Hartlepool on the 27th March 1868, with a cargo of coal and iron, bound for Madras. When about 200 miles S.W. of Scilly on the 7th April, having previously experienced heavy gales, she was struck by a squall, which carried away her masts. All hands were called up to clear away the wreck and to man the pumps, and owing to the manner in which the ship was labouring the captain ordered all the gear belonging to the main topmast and all remaining spars to be cut away, and subsequently had the vessel pumped out. However, on sounding next morning 22 inches of water were reported in her, and after a consultation between the Captain and Mate, it was agreed to abandon her. A signal of distress was hoisted, which was answered by a French schooner and the S.S. "*Atlantic,*" the former received the crew on board, the latter took the "*Sir James*" in tow, and succeeded in bringing her into Falmouth. The Court were of opinion that the Master was justified in abandoning his vessel, but censured him for not having rendered assistance in securing the ship and cargo after the casualty.	Captain Tom's Certificate returned to him.

of Liverpool, 431 Tons. JOHN COVENY, *Master*. C.C. No. 5,464.	41° 30′ N. and Long. 20° 30″ W. on the 19th November 1867.	pool before T. S. Raffles, Esq., Stipendiary Magistrate, and Captains Harris and Hight, Nautical Assessors.	Some of the crew had been ill before sailing with ague and coast fever, and when about a month out scurvy appeared. On the 14th November during a heavy gale the rudder stock broke below the counter, and attempts were made to repair it, but without success. On the 19th a ship hove in sight and bore down to the "*Sparkling Wave.*" A consultation took place between the two Masters, and the latter, finding that the "*Sir George F. Seymour*" could spare no hands, resolved to abandon his vessel, though tight and staunch, and he and his crew were received on board the "*Sir George F. Seymour*," and landed in London on the 8th December. The Court found the Master in fault for abandoning his vessel, and whilst duly considering that several of his crew were laid up, suspended his certificate for six months. The "*Sparkling Wave*" was fallen in with by a Spanish brigantine the "*Ocata*," and was towed into Lisbon on the 19th December.	suspended for six months.
29. "**Viborg**," S.S., *of London*, 65 Tons. Official No. 27,735. WILLIAM HENRY ELLIS, *Master*. C.C. No. 33,873. EDWARD WORSLEY, *Mate*. C.C. No. 22,309.	Stranded near Romney, on the 2d October 1868.	Inquiry held at Ramsgate before Sir W. M. Coghlan and E. C. Hales Wilkie, Esq., Justices of the Peace, assisted by Captains Harris and Baker, Nautical Assessors.	The "*Viborg*" is an iron steamer, schooner rigged, and was built in 1865. She left London for the Canary Islands on the 1st October, with a cargo of coal for her own use. All went well until 5 o'clock on the 2d when the Master was relieved in the watch by the Mate, to whom he gave the course S.S.W. The vessel was then E.S.E. of Folkestone about two or three miles, and had been steering S.W. up to that time. At 8 P.M. on the same day she struck the ground and remained fast, but when the tide receded the hole in her bottom was stopped, and she was afterwards got off and towed into Dover. The Court were of opinion that the casualty occurred through a lax mode of duty on board the ship, as the Master neglected to give explicit orders to the Mate, who relieved him on deck, and the Mate neglected to see that the helmsman attended to the course given him to steer by. The Court therefore reprimanded the Master and Mate, but returned their certificates to them.	Captain Ellis and Mr. Worsley reprimanded.
30. "**Volunteer**," S.S., *of Sunderland*, 545 Tons, Official No. 44,494. HENRY ROBERT JOB, *Master*. C.C. No. 24,140.	Foundered about 150 miles S.W. of the Lizard, on the 26th September 1868.	Inquiry held at Greenwich before J. H. Patten, Esq., Stipendiary Magistrate, assisted by Captains Harris and Baker, Nautical Assessors.	The "*Volunteer*" was an iron screw steamer, built at Wellington Quay in 1862. She left London for Cardiff on the 12th September, with a cargo of 541 tons, of which 197 tons were dead weight. She left Cardiff on the 22d September for Trieste, having shipped an additional cargo of 247 tons dead weight. On the 24th the vessel experienced heavy weather, and the sea getting up from the westward, she was eased to half speed. At 7 P.M. on the evening of the same day the connecting rod of the after engine suddenly snapped. Efforts were made to work the foremost engine, but the pressure of steam, 15 lbs., was insufficient to turn the upper centre. The propeller was then disconnected and the vessel hove to, and about 25 tons of coals, which were on deck, thrown overboard. On the morning of the 25th the wind shifted from S. and W. to N.W., which raised a heavy cross sea, causing the vessel to labour heavily and make much water. The gale moderated in the evening, and on the morning of the 26th efforts were made to get the vessel before the wind. At 11 A.M. the schooner "*Sisters*," of London bore down, and tried to take her in tow, but she would not steer, and the schooner was obliged to abandon the attempt. The steamer's crew then went on board the schooner, as the "*Volunteer*" was settling down fast, and during the night the lights hoisted in the latter vessel suddenly disappeared, and the schooner bore away for the English Channel. The Court were of opinion that the "*Volunteer*" was very deeply laden, more especially as so large a portion of her cargo was dead weight. If her engines had not broken down she might have reached her destination in safety; but, on the other hand, if she had not been so heavily laden she might have made better weather of it. The Court acquitted the Master on the grounds that it was his first voyage in the ship, and he may have known nothing of the capabilities of his vessel, but relied on the knowledge of the Mate, who held a Master's certificate, and had made several voyages in her. They considered, however, that he should have ascertained the quantity of water in the ship before he left her. The Court called attention to the importanec of deck pumps in vessels like the "*Volunteer*," as the engine pumps might be rendered useless by an accident to the machinery. The "*Volunteer*" had only one deck pump, and that when required could not be worked.	Captain Job's Certificate returned to him.

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AN

ABSTRACT OF THE RETURNS

MADE TO THE

BOARD OF TRADE DURING THE YEAR 1868

OF THE

WRECKS, CASUALTIES, AND COLLISIONS

WHICH OCCURRED ON THE

SHORES OF THE CHANNEL ISLANDS,

AND ON THE

SHORES OF HER MAJESTY'S POSSESSIONS ABROAD,

ALSO OF THE

WRECKS, CASUALTIES, AND COLLISIONS TO BRITISH SHIPS AT SEA,

AND OF

Wrecks, Casualties, and Collisions to British Ships Reported by Her Majesty's Consuls; together with a Statement of the Inquiries abroad, instituted by Consular and Colonial Officers and others, into the Causes of Wrecks, Casualties, and Collisions to British Ships, of which the Reports were received at the Board of Trade during the Year 1868;

WITH A CHART.

Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1869.

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* This Table relates to Wrecks both in Part 1 and Part 2.

EXPLANATION OF SYMBOL

THE TOP NUMBER SIGNIFIES THE NUMBER OF VESSELS LOST OR DAMAGED, THE BOTTOM Do THE NUMBER OF LIVES LOST.

TOTALS FOR THE PERIOD OF THE RETURN

964 / 1465

CHART of THE WORLD.

Shewing the numbers of Vessels lost or damaged, and of Lives lost in consequence as reported in the Board of Trade in the Year 1868. Compiled in the Board of Trade from their Foreign Wreck Register.

ARCTIC OCEAN

BAFFIN BAY — *No casualties reported*

GREENLAND 1/—

DAVIS STRAIT — *No casualties reported*

GREENLAND SEA — *No casualties reported*

ICELAND

HUDSON BAY — *No casualties reported*

BEHRING SEA — *No casualties reported*

ALEUTIAN ISLES

BRITISH NORTH AMERICA 35/61

UNITED STATES OF AMERICA 15/3

NORTH PACIFIC OCEAN

NORTH ATLANTIC OCEAN 247/671

MEXICO 4/—

GULF OF MEXICO 1/8

SAMO ISLAND 1/—

HONDURAS 2/—

GRAND CAYMAN 1/—

CENTRAL AMERICA 1/—

GUATEMALA

BAHAMAS 4/20

JAMAICA 2/—

HAITI 2/—

ST. DOMINGO

PORTO RICO 12/—

VIRGIN ISLANDS

ST. CHRISTOPHER

ANTIGUA 1/—

ST. LUCIA 1/—

ST. VINCENT 1/—

BARBADOS 1/—

GRENADA 2/4

BERMUDA 9/—

AZORES

NORTHERN COAST OF SOUTH AMERICA 3/—

ISLAND OF ST. PAUL

EAST COAST OF SOUTH AMERICA 26/9

WEST COAST OF SOUTH AMERICA 7/6

SOUTH ATLANTIC OCEAN 10/96

SOUTH PACIFIC OCEAN 2/—

NAVIGATORS ISLANDS 1/—

PALMERSTON ISLAND

SOCIETY ISLANDS

COOKS 1/— ISLAND

NEW CALEDONIA

CHATHAM ISLANDS 1/—

FALKLAND ISLANDS 1/—

SOUTHERN OCEAN 2/—

ANTARCTIC OCEAN
No Casualties reported

NORWAY

SWEDEN

RUSSIA 19/6

WHITE SEA 1/—

NORTH SEA 24/24

LIVERPOOL

DENMARK 2/—

HOLLAND 17/22

BELGIUM 4/8

FRANCE 20/5

GUERNSEY 2/—

SARK 1/—

JERSEY 3/22

ALDERNEY 1/—

BAY OF BISCAY 2/—

AUSTRIA

BLACK SEA

AZOF SEA 1/—

CORSICA 4/—

TURKEY 19/15

SEA OF MARMORA 1/—

CRETE 3/—

MEDITERRANEAN SEA 19/17

TURKEY IN ASIA 5/—

NORTHERN COASTS OF AFRICA 7/6

ARABIA

RED SEA — *No casualties reported*

WESTERN AFRICA OF AFRICA 10/—

EASTERN COASTS OF AFRICA 1/—

ARABIAN SEA — *No casualties reported*

ASCENSION 1/—

ST. HELENA 2/—

SOUTHERN COASTS OF AFRICA 9/12

INDIAN OCEAN

MADAGASCAR 4/—

MAURITIUS 8/38

RODRIGUE

INDIA 9/14

BAY OF BENGAL — *No casualties reported*

CEYLON 3/—

MALDIVE ISLANDS 2/—

CHINA 7/18

HONG KONG 1/—

SIAM

CAMBODIA

ANNAM

CHINA SEA 4/10

PHILIPPINE ISLANDS 2/—

SANDWICH ISLANDS

SINGAPORE

SUMATRA 1/—

JAVA SEA 1/—

JAVA 9/—

ARAFURA SEA — *No casualties reported*

TORRES STRAIT

CORAL SEA — *No casualties reported*

AUSTRALIA 51/41

STARBUCK ISLAND 1/—

FEEJEE ISLANDS

FRIENDLY ISLANDS

NEW ZEALAND 45/107

OKHOTSK SEA — *No casualties reported*

JAPAN SEA — *No casualties reported*

JAPAN 1/—

YELLOW SEA — *No casualties reported*

Remarks to accompany the Return of Wrecks Abroad reported to the Board of Trade in 1868.

In the present Return it has been thought advisable to make slight modifications of the former tables, and to divide them strictly into two parts;—(1) Casualties to British Ships Abroad and (2) Casualties to British and Foreign Ships on coasts of British Possessions Abroad.

In the first part is tabulated information relating to every wreck of a British Ship abroad, whether on the Coast of a Foreign Country or a British Possession, of which a report was received during the year 1868.

In the second, information relating to every wreck, British or Foreign, on the coasts of the British possessions abroad a report of which was received during the same period.

It will in future be the aim of this Return to present annually a more and more perfect series of statistics under these two heads, and a system is now coming into working order which it is hoped will yield more full and accurate information respecting these two classes of Casualties.

This Return, in conjunction with the Return of Wrecks, &c. on the coasts of the United Kingdom, will therefore embrace,—(1) Wrecks of British Ships all over the world; and (2) Wrecks, &c. of all Ships, British or Foreign, on the coasts of Her Majesty's Dominions.

There is, therefore, only one class of Wrecks with which these Returns will not deal; viz. Wrecks, &c. of Foreign Ships happening elsewhere than on the coasts of Her Majesty's Dominions.

It is, however, satisfactory to be able to state that this blank is, with regard to many countries, made up by Returns published by them relating to Wrecks, &c. on their coasts.

Valuable Returns of this nature have been received from the Governments of Prussia, Denmark, Sweden, and Holland.

The present Return contains, as the Return for last year contained, a statement of the Official Inquiries held abroad into Wrecks, and two Appendices have been added of Returns of Wrecks received from the Governments of India and New South Wales which could not be incorporated in the tables of this Return.

It is hoped that as the returns become more accurate, regular, and trustworthy this Return will become of value.

With regard, however, to the Tables of Statistics, it is again necessary to repeat the remarks which have accompanied former Returns of Wrecks Abroad.

This Return must be taken only for what it is worth.

Firstly.—As regards Wrecks on the coasts of Foreign Countries, it only contains Wrecks, &c. reported to the Board of Trade by Her Majesty's Consuls. It does not therefore by any means follow that it contains all the wrecks, &c. to British Ships which happened on the shores of foreign countries.

Secondly.—There is reason to believe that from the short time that the system of collecting wreck statistics from abroad has been in operation very many wrecks, &c. happening on the Coasts of Her Majesty's possessions abroad, as well as wrecks, &c. to British ships on the Coasts of foreign countries, are not reported.

Thirdly.—The reports extend over different periods.

Fourthly.—The wrecks, &c. reported by Officers in Her Majesty's possessions abroad are intended to include all disasters both to British and Foreign ships happening on the coasts, but in most reports sent in foreign ships are not included.

Board of Trade,
June 1869.

Table 1. Wrecks, Casualties, and Collisions to British Ships abroad—COASTS AND ISLANDS OF EUROPE.

Country.	Year in which Wrecks, &c. happened.	Nature of Casualty.							Tonnage.			Lives imperille	
		Wrecks, &c. other than Collisions.			Collisions.			Gross Total of Vessels lost or damaged.	Total loss.	Partial damage.	Gross Total of Tonnage.	Lost.	Saved remain... on board by assist... from Sh... or oth... Ships.
		Vessels totally lost.	Vessels partially damaged.	Total.	Vessels totally lost.	Vessels partially damaged.	Total.						
Alderney - - -	1868	1	–	1	–	–	–	1	25	–	25	–	
Belgium - - -	1867	1	–	1	–	–	–	1	210	–	210	–	
	1868	3	–	3	–	–	–	3	470	–	470	4	1
		4	–	4	–	–	–	4	680	–	680	4	2
Denmark - -	1867	1	–	1	–	–	–	1	232	–	232	–	
	1868	9	5	14	–	1	1	15	3,184	1,577	4,761	28	13
		10	5	15	–	1	1	16	3,416	1,577	4,993	28	14
France - - -	1868	22	6	28	1	1	2	30	7,170	1,073	8,243	72	29
Greece - - -	1867	3	–	3	–	–	–	3	1,014	–	1,014	–	4
Guernsey - - -	1867	1	–	1	–	–	–	1	118	–	118	–	
	1868	1	–	1	–	–	–	1	42	–	42	–	
		2	–	2	–	–	–	2	160	–	160	–	
Holland - - -	1866	1	–	1	–	–	–	1	215	–	215	–	17
	1867	3	–	3	–	1	1	4	306	353	659	7	33
	1868	10	3	13	–	–	–	13	1,533	417	1,950	15	95
		14	3	17	–	1	1	18	2,054	770	2,824	22	145
Italy - - -	1867	1	–	1	–	–	–	1	389	–	389	–	11
	1868	2	1	3	–	–	–	3	497	190	687	–	27
		3	1	4	–	–	–	4	886	190	1,076	–	38
Jersey - - - - -	1868	–	1	1	–	–	–	1	–	96	96	–	5
Malta - - -	1868	1	–	1	–	–	–	1	300	–	300	–	10
Norway - - -	1868	1	1	2	–	–	–	2	220	199	419	–	14
Portugal - - -	1868	2	–	2	–	–	–	2	627	–	627	–	19

Table 1. Wrecks, Casualties, and Collisions to British Ships abroad—COASTS AND ISLANDS OF EUROPE—*continued.*

Country.	Year in which Wrecks, &c. happened.	Nature of Casualty.							Tonnage.			Lives imperilled.	
		Wrecks, &c. other than Collisions.			Collisions.			Gross Total of Vessels lost or damaged.	Total loss.	Partial damage.	Gross Total of Tonnage.	Lost.	Saved by remaining on board or by assistance from Shore or other Ships.
		Vessels totally lost.	Vessels partially damaged.	Total.	Vessels totally lost.	Vessels partially damaged.	Total.						
ssia - - -	1866	1	–	1	–	–	–	1	258	–	258	–	9
	1867	1	–	1	–	–	–	1	216	–	216	–	8
	1868	11	5	16	1	1	2	18	2,155	1,554	3,709	5	141
		13	5	18	1	1	2	20	2,629	1,554	4,183	5	158
sia - - -	1866	1	–	1	–	–	–	1	684	–	684	–	25
	1867	1	–	1	–	–	–	1	430	–	430	–	13
	1868	14	2	16	1	–	1	17	4,519	556	5,075	6	173
		16	2	18	1	–	1	19	5,633	556	6,189	6	211
r - - -	1868	2	–	2	–	–	–	2	709	–	709	22	6
in - - -	1867	1	–	1	–	–	–	1	363	–	363	–	12
	1868	12	3	15	–	–	–	15	4,983	1,418	6,401	–	213
		13	3	16	–	–	–	16	5,346	1,418	6,764	–	225
den - - -	1867	4	–	4	–	–	–	4	870	–	870	–	32
	1868	5	4	9	–	–	–	9	1,472	1,564	3,036	–	114
		9	4	13	–	–	–	13	2,342	1,564	3,906	–	146
key in Europe - -	1867	1	–	1	–	–	–	1	505	–	505	–	11
	1868	4	7	11	–	–	–	11	1,699	4,001	5,700	–	219
		5	7	12	–	–	–	12	2,204	4,001	6,205	–	230
mary of Wrecks, &c.	1866	3	–	3	–	–	–	3	1,157	–	1,157	–	51
n Coasts and Islands of urope, as reported to ne Board of Trade uring the Year 1868 -	1867	18	–	18	–	1	1	19	4,653	353	5,006	7	183
	1868	100	38	138	3	3	6	144	30,079	12,645	42,724	152	1,490
l No. of Wrecks, &c. ported in - -	1868	121	38	159	3	4	7	166	35,889	12,998	48,887	159	1,724
	1867	169	25	194	2	4	6	200	42,652	7,037	49,689	199	1,661
	1866	115	16	131	–	3	3	134	30,304	3,540	33,844	77	1,331
	1865	90	8	98	3	4	7	105	24,564	4,347	28,911	101	1,288
l No. reported during 4 Years		495	87	582	8	15	23	605	133,409	27,922	161,331	536	6,004

Table 2. Wrecks, Casualties, and Collisions to British Ships abroad—COASTS AND ISLANDS OF ASIA.

Country.	Year in which Wrecks, &c. happened.	Nature of Casualty.							Tonnage.			Lives imperill	
		Wrecks, &c. other than Collisions.			Collisions.			Gross Total of Vessels lost or damaged.	Total loss.	Partial damage.	Gross Total of Tonnage.	Lost.	Saved remain on boa by assis from S or oth Ship
		Vessels totally lost.	Vessels partially damaged.	Total.	Vessels totally lost.	Vessels partially damaged.	Total.						
Arabia	1868	1	–	1	–	–	–	1	725	–	725	–	
Ceylon*	1868	3	–	3	–	–	–	3	1,291	–	1,291	–	
Chatham Island	1868	1	–	1	–	–	–	1	149	–	149	–	
China	1865	1	–	1	–	–	–	1	162	–	162	–	
	1868	5	1	6	–	–	–	6	4,328	798	5,126	13	3
		6	1	7	–	–	–	7	4,490	798	5,288	13	3
Cook Islands (Rarotonga)	1867	1	–	1	–	–	–	1	36	–	36	–	
Hong Kong	1867	1	–	1	–	–	–	1	637	–	637	–	
India*	1868	7	2	9	–	–	–	9	8,149	680	8,829	14	2
Japan	1868	1	–	1	–	–	–	1	952	–	952	–	3
Java	1866	3	–	3	–	–	–	3	2,061	–	2,061	–	
Maldive Islands	1868	1	–	1	–	–	–	1	965	–	965	–	
Navigator's Islands	1868	1	–	1	–	–	–	1	1,318	–	1,318	–	
Philippine Islands	1867	2	–	2	–	–	–	2	1,179	–	1,179	–	
Sandy Island, Indian Ocean	1868	1	–	1	–	–	–	1	784	–	784	–	
Singapore	1867	1	–	1	–	–	–	1	1,000	–	1,000	–	
Starbuck Island	1868	1	–	1	–	–	–	1	720	–	720	–	
Turkey in Asia	1867	2	–	2	–	–	–	2	816	–	816	–	
	1868	3	–	3	–	–	–	3	1,034	–	1,034	–	
		5	–	5	–	–	–	5	1,850	–	1,850	–	
Summary of Wrecks, &c. on Coasts and Islands of Asia, as reported to the Board of Trade during the year 1868	1865	1	–	1	–	–	–	1	162	–	162	–	
	1866	3	–	3	–	–	–	3	2,061	–	2,061	–	
	1867	7	–	7	–	–	–	7	3,668	–	3,668	–	1
	1868	25	3	28	–	–	–	28	20,415	1,478	21,893	27	1,0
Total No. of Wrecks, &c. reported in	1868	36	3	39	–	–	–	39	26,306	1,478	27,784	27	1,2
	1867	50	2	52	–	–	–	52	32,548	1,719	34,267	51	1,1
	1866	44	2	46	–	–	–	46	27,457	694	28,151	400	1,4
	1865	40	1	41	–	1	1	42	21,257	unk.	21,257	159	5
Total No. reported during 4 Years		170	8	178	–	1	1	179	107,568	3,891	111,459	637	4,4

* See Appendix A.

able 3. Wrecks, Casualties, and Collisions to British Ships abroad—COASTS AND ISLANDS OF AFRICA.

Country.	Year in which Wrecks, &c. happened.	Nature of Casualty.							Tonnage.			Lives imperilled.	
		Wrecks, &c. other than Collisions.			Collisions.			Gross Total of Vessels lost or damaged.	Total loss.	Partial damage.	Gross Total of Tonnage.	Lost.	Saved by remaining on board or by assistance from Shore or other Ships.
		Vessels totally lost.	Vessels partially damaged.	Total.	Vessels totally lost.	Vessels partially damaged.	Total.						
nsion - -	1868	1	–	1	–	–	–	1	1,359	–	1,359	–	32
Africa - -	1867	1	1	2	–	–	–	2	61	679	740	–	37
	1868	4	–	4	–	–	–	4	679	–	679	–	81
		5	1	6	–	–	–	6	740	679	1,419	–	118
itius - - -	1867	1	–	1	–	–	–	1	927	–	927	–	37
	1868	2	–	2	–	–	–	2	1,211	–	1,211	–	32
		3	–	3	–	–	–	3	2,138	–	2,138	–	69
n Africa - -	1868	5	2	7	–	–	–	7	2,354	714	3,068	6	101
elena - -	1867	2	–	2	–	–	–	2	873	–	873	–	31
Africa - -	1867	1	1	2	–	–	–	2	247	24	271	–	16
	1868	11	–	11	–	–	–	11	4,406	–	4,406	12	142
		12	1	13	–	–	–	13	4,653	24	4,677	12	158
Africa - -	1866	1	–	1	–	–	–	1	95	–	95	–	6
	1867	1	–	1	–	–	–	1	135	–	135	–	7
	1868	8	–	8	–	–	–	8	2,353	–	2,353	–	98
		10	–	10	–	–	–	10	2,583	–	2,583	–	111
mary of Wrecks, &c. Coasts and Islands of ica as reported to the ard of Trade during Year 1868 - -	1866	1	–	1	–	–	–	1	95	–	95	–	6
	1867	6	2	8	–	–	–	8	2,243	703	2,946	–	97
	1868	31	2	33	–	–	–	33	12,362	714	13,076	18	486
No. of Wrecks, &c. orted in - - -	1868	38	4	42	–	–	–	42	14,700	1,417	16,117	18	589
	1867	34	2	36	–	–	–	36	17,694	1,018	18,712	84	511
	1866	42	10	52	–	1	1	53	19,232	2,663	21,895	14	823
	1865	38	9	47	1	–	1	48	13,434	5,121	18,555	48	1,309
No. reported during 4 Years -		152	25	177	1	1	2	179	65,060	10,219	75,279	164	3,232

e 4. Wrecks, Casualties, and Collisions to British Ships abroad—COASTS OF NORTH AMERICA, including ISLANDS.

gada, Virgin Islands -	1868	1	–	1	–	–	–	1	130	–	130	–	7
mas - - -	1868	6	1	7	–	–	–	7	1,176	149	1,325	–	62
adoes - - -	1868	–	–	–	–	1	1	1	–	314	314	–	16
udas - -	1868	–	2	2	–	–	–	2	–	569	569	–	20

Table 4. Wrecks, Casualties, and Collisions to British Ships abroad—COASTS OF NORTH AMER... including ISLANDS—*continued.*

Country.	Year in which Wrecks, &c. happened.	Nature of Casualty.							Tonnage.			Lives imper...	
		Wrecks, &c. other than Collisions.			Collisions.			Gross Total of Vessels lost or damaged.	Total loss.	Partial damage.	Gross Total of Tonnage.	Lost.	Sa... rem... on b... by ass... from or... Sh...
		Vessels totally lost.	Vessels partially damaged.	Total.	Vessels totally lost.	Vessels partially damaged.	Total.						
British N. America	1864	1	–	1	–	–	–	1	324	–	324	–	
	1866	2	–	2	–	–	–	2	93	–	93	–	
	1867	56	2	58	–	–	–	58	12,655	332	12,987	35	1
	1868	24	3	27	–	–	–	27	5,090	1,326	6,416	26	
		83	5	88	–	–	–	88	18,162	1,658	19,820	61	1
Cuba	1867	4	–	4	–	–	–	4	2,533	–	2,533	–	
Grand Cayman	1868	1	–	1	–	–	–	1	540	–	540	–	
Greenland	1868	1	–	1	–	–	–	1	287	–	287	–	
Grenada	1868	1	–	1	–	–	–	1	35	–	35	3	
Guatemala	1868	1	–	1	–	–	–	1	189	–	189	–	
Honduras (British)	1868	2	–	2	–	–	–	2	533	–	533	–	
Jamaica	1867	1	–	1	–	–	–	1	719	–	719	–	
	1868	3	–	3	–	–	–	3	1,173	–	1,173	1	
		4	–	4	–	–	–	4	1,892	–	1,892	1	
Mexico	1867	2	–	2	–	–	–	2	715	–	715	–	
	1868	2	–	2	–	–	–	2	238	–	238	–	
		4	–	4	–	–	–	4	953	–	953	–	
St. Domingo	1867	1	–	1	–	–	–	1	876	–	876	–	
	1868	1	–	1	–	–	–	1	112	–	112	–	
		2	–	2	–	–	–	2	988	–	988	–	
St. Lucia	1868	1	–	1	–	–	–	1	40	–	40	–	
St. Thomas	1867	12	2	14	–	–	–	14	4,425	679	5,104	–	
	1868	3	1	4	–	–	–	4	91	1,758	1,849	–	
		15	3	18	–	–	–	18	4,516	2,437	6,953	–	
St. Vincent	1868	1	–	1	–	–	–	1	384	–	384	–	
Sand Island (Gulf of Mexico)	1868	1	–	1	–	–	–	1	291	–	291	–	
San Salvador	1868	1	–	1	–	–	–	1	429	–	429	–	
United States	1867	6	–	6	–	–	–	6	3,278	–	3,278	–	
	1868	7	2	9	–	–	–	9	3,587	804	4,391	3	
		13	2	15	–	–	–	15	6,865	804	7,669	3	

ble 4. Wrecks, Casualties, and Collisions to British Ships abroad—COASTS OF NORTH AMERICA, including ISLANDS—*continued*.

Country.	Year in which Wrecks, &c. happened.	Nature of Casualty.							Tonnage.			Lives imperilled.	
		Wrecks, &c. other than Collisions.			Collisions.			Gross Total of Vessels lost or damaged.	Total loss.	Partial damage.	Gross Total of Tonnage.	Lost.	Saved by remaining on board or by assistance from Shore or other Ships.
		Vessels totally lost.	Vessels partially damaged.	Total.	Vessels totally lost.	Vessels partially damaged.	Total.						
nary of Wrecks, &c., Coasts and Islands of America, as reported the Board of Trade ring the Year 1868 -	1864	1	–	1	–	–	–	1	324	–	324	–	12
	1866	2	–	2	–	–	–	2	93	–	93	–	9
	1867	82	4	86	–	–	–	86	25,201	1,011	26,212	35	1,381
	1868	57	9	66	–	1	1	67	14,325	4,920	19,245	33	1,023
No. of Wrecks, &c. orted in - -	1868	142	13	155	–	1	1	156	39,943	5,931	45,874	68	2,425
	1867	132	20	152	–	1	1	153	50,185	12,517	62,702	203	2,540
	1866	161	32	193	3	4	7	200	52,218	17,354	69,572	180	2,707
	1865	*566	49	615	1	–	1	616	37,687	2,781	40,468	329	5,506
No. reported during 4 Years -		1,001	114	1,115	4	6	10	1,125	180,033	38,583	218,616	780	13,178

* This large Number is caused by the Reports from some of the West India Islands received during 1865, extending back for several years.

Table 5. Wrecks, Casualties, and Collisions to British Ships abroad—COASTS AND ISLANDS OF SOUTH AMERICA.

of S. America -	1867	8	1	9	–	–	–	9	2,134	601	2,735	–	101
	1868	14	3	17	–	–	–	17	5,616	420	6,036	9	208
		22	4	26	–	–	–	26	7,750	1,021	8,771	9	309
and Islands - -	1867	1	–	1	–	–	–	1	504	–	504	–	16
h of S. America -	1868	3	–	3	–	–	–	3	448	–	448	–	22
of S. America -	1867	2	–	2	–	–	–	2	615	–	615	5	22
	1868	5	–	5	–	–	–	5	4,232	–	4,232	–	83
		7	–	7	–	–	–	7	4,847	–	4,847	5	105
mary of Wrecks, &c. Coasts and Islands of America as reported the Board of Trade ring the Year 1868 -	1867	11	1	12	–	–	–	12	3,253	601	3,854	5	149
	1868	22	3	25	–	–	–	25	10,296	420	10,716	9	313
l No. of Wrecks, &c. ported in - -	1868	33	4	37	–	–	–	37	13,549	1,021	14,570	14	462
	1867	26	2	28	1	–	1	29	14,039	613	14,652	–	455
	1866	18	1	19	–	–	–	19	8,364	647	9,011	7	695
	1865	16	–	16	–	–	–	16	5,812	–	5,812	2	242
l No. reported during 4 Years -		93	7	100	1	–	1	101	41,764	2,281	44,045	23	1,854

Table 6. Wrecks, Casualties, and Collisions to British Ships abroad—COASTS OF AUSTRALIA AND TASMANIA.

stralia and Tasmania -	1866	2	–	2	–	–	–	2	1,974	–	1,974	–	62
	1867	27	4	31	1	1	2	33	2,761	1,728	4,489	34	380
	1868	14	2	16	–	–	–	16	5,565	733	6,298	7	201
l. No. of Wrecks, &c. n Coasts of Australia nd Tasmania reported the Board of Trade uring the Year - -	1868	43	6	49	1	1	2	51	10,300	2,461	12,761	41	643
	1867	40	–	40	3	1	4	44	7,971	163	8,134	129	360
	1866	33	4	37	–	–	–	37	8,073	1,943	10,016	6	487
	1865	11	–	11	–	–	–	11	3,883	–	3,883	–	107
l No. reported during 4 Years -		127	10	137	4	2	6	143	30,227	4,567	34,794	176	1,597

* See Appendix B.

Table 7. Wrecks, Casualties, and Collisions to British Ships abroad—COASTS OF NEW ZEALA

Country, Ocean, or Sea.	Year in which Wrecks, &c. happened.	Nature of Casualty.							Tonnage.			Lives imperi	
		Wrecks, &c. other than Collisions.			Collisions.			Gross Total of Vessels lost or damaged.	Total loss.	Partial damage.	Gross Total of Tonnage.	Lost.	Sav rem on b by ass from or Sh
		Vessels totally lost.	Vessels partially damaged.	Total.	Vessels totally lost.	Vessels partially damaged.	Total.						
New Zealand	1867	16	5	21	–	–	–	21	2,228	85	2,313	19	
	1868	22	1	23	–	–	–	23	3,629	34	3,663	20	
Total No. of Wrecks, &c. on Coasts of New Zealand reported to the Board of Trade during the Year	1868	38	6	44	–	–	–	44	5,857	119	5,976	39	
	1867	30	2	32	–	2	2	34	5,069	1,068	6,137	14	
	1866	26	2	28	1	–	1	29	3,786	264	4,050	43	
	1865	21	1	22	–	–	–	22	1,334	–	1,334	–	
Total No. reported during 4 Years		115	11	126	1	2	3	129	16,046	1,451	17,497	96	1,

Table 8. Wrecks, Casualties, and Collisions to British Ships abroad—at SEA.

Atlantic Ocean, North	1864	1	–	1	–	–	–	1	254	–	254	12	
	1866	4	–	4	–	–	–	4	1,443	–	1,443	27	
	1867	25	11	36	–	1	1	37	15,175	3,065	18,240	237	
	1868	87	113	200	4	1	5	205	47,029	45,799	92,828	295	2
		117	124	241	4	2	6	247	63,901	48,864	112,765	571	3
Atlantic Ocean, South	1866	1	–	1	1	–	1	2	938	–	938	1	
	1867	10	–	10	–	1	1	11	9,684	435	10,119	74	
	1868	6	–	6	–	–	–	6	2,863	–	2,863	21	
		17	–	17	1	1	2	19	13,485	435	13,920	96	
Azof, Sea of	1868	1	–	1	–	–	–	1	318	–	318	–	
Baltic Sea	1867	2	–	2	–	–	–	2	541	–	541	18	
	1868	2	1	3	1	3	4	7	328	1,152	1,480	–	
		4	1	5	1	3	4	9	869	1,152	2,021	18	
Biscay, Bay of	1868	–	3	3	–	–	–	3	–	1,064	1,064	–	
China Sea	1867	3	–	3	–	–	–	3	1,232	–	1,232	16	
	1868	–	1	1	–	–	–	1	–	223	223	–	
		3	1	4	–	–	–	4	1,232	223	1,455	16	
English Channel	1868	6	14	20	–	1	1	21	695	2,325	3,020	8	
Indian Ocean	1866	1	–	1	–	–	–	1	795	–	795	–	
	1867	7	–	7	1	1	2	9	6,301	602	6,903	92	
	1868	2	–	2	–	–	–	2	1,080	–	1,080	6	
		10	–	10	1	1	2	12	8,176	602	8,778	98	

Table 8. Wrecks, Casualties, and Collisions to British Ships abroad—at SEA—*continued.*

Ocean or Sea.	Year in which Wrecks, &c. happened.	Nature of Casualty.							Tonnage.			Lives imperilled.	
		Wrecks, &c. other than Collisions.			Collisions.			Gross Total of Vessels lost or damaged.	Total loss.	Partial damage.	Gross Total of Tonnage.	Lost.	Saved by remaining on board or by assistance from other Ships.
		Vessels totally lost.	Vessels partially damaged.	Total.	Vessels totally lost.	Vessels partially damaged.	Total.						
Sea - - -	1867	1	–	1	–	–	–	1	1,050	–	1,050	–	25
hora, Sea of - -	1868	–	–	–	1	–	1	1	289	–	289	5	7
erranean - -	1867	2	–	2	–	–	–	2	529	–	529	21	–
	1868	11	3	14	2	1	3	17	4,178	1,122	5,300	56	129
		13	3	16	2	1	3	19	4,707	1,122	5,829	77	129
co, Gulf of - -	1867	1	–	1	–	–	–	1	140	–	140	8	–
n Sea - - -	1866	2	–	2	–	–	–	2	171	–	171	5	3
	1867	15	1	16	1	–	1	17	2,740	258	2,998	100	53
	1868	20	14	34	1	3	4	38	4,403	3,011	7,414	19	265
		37	15	52	2	3	5	57	7,314	3,269	10,583	124	321
cific - -	1868	1	1	2	–	–	–	2	1,188	196	1,384	–	31
hern Ocean - -	1867	1	–	1	–	–	–	1	1,558	–	1,558	–	35
	1868	1	–	1	–	–	–	1	1,018	–	1,018	–	23
		2	–	2	–	–	–	2	2,576	–	2,576	–	58
e Sea - - -	1868	–	1	1	–	–	–	1	–	120	120	–	7
nary of Wrecks, &c.	1864	1	–	1	–	–	–	1	254	–	254	12	–
Sea as reported to the	1866	8	–	8	1	–	1	9	3,347	–	3,347	33	72
ard of Trade during	1867	67	12	79	2	3	5	84	38,950	4,360	43,310	566	780
Year 1868 - -	1868	137	151	288	9	9	18	306	63,389	55,012	118,401	410	3,781
No. of Wrecks, &c.	1868	213	163	376	12	12	24	400	105,940	59,372	165,312	1,021	4,633
orted in - -	1867	244	122	366	14	7	21	387	100,905	49,480	150,385	980	3,965
	1866	247	111	358	7	11	18	376	116,239	63,072	179,311	1,177	4,918
	1865	168	86	254	3	10	13	267	52,872	26,606	79,478	619	2,003
No. reported during 4 Years -		872	482	1354	38	38	76	1,430	375,956	198,530	574,486	3,797	15,519

Table 9. SUMMARY of foregoing TABLES.

Tables.	Nature of Casualty.							Tonnage.			Lives imperilled.	
	Wrecks, &c. other than Collisions.			Collisions.			Gross Total of Vessels lost or damaged.				Lost.	Saved by remaining on board or by assistance from Shore or other Ships.
	Vessels totally lost.	Vessels partially damaged.	Total.	Vessels totally lost.	Vessels partially damaged.	Total.		Total Loss.	Partial damage.	Gross Total of Tonnage.		
1. Wrecks, &c. on the Coasts of Europe -	121	38	159	3	4	7	166	35,889	12,998	48,887	159	1,724
2. Do. do. Asia - - -	36	3	39	–	–	–	39	26,306	1,478	27,784	27	1,233
3. Do. do. Africa - - -	38	4	42	–	–	–	42	14,700	1,417	16,117	18	589
4. Do. do. North America - -	142	13	155	–	1	1	156	39,943	5,931	45,874	68	2,425
5. Do. do. South America - -	33	4	37	–	–	–	37	13,549	1,021	14,570	14	462
6. Do. do. Australia - - -	43	6	49	1	1	2	51	10,300	2,461	12,761	41	643
7. Do. do. New Zealand - -	38	6	44	–	–	–	44	5,857	119	5,976	39	474
8. Casualties at Sea - - -	213	163	376	12	12	24	400	105,940	59,372	165,312	1,021	4,633
Total number reported in 1868 - -	664	237	901	16	18	34	935	252,484	84,797	337,281	1,387	12,183
Ditto Ditto 1867 - -	725	175	900	20	15	35	935	271,063	73,615	344,678	1,660	11,312
Ditto Ditto 1866 - -	686	178	864	11	19	30	894	265,673	90,177	355,850	1,904	12,708
Ditto Ditto 1865 - -	950	154	1,104	8	15	23	1,127	160,843	38,855	199,698	1,258	11,008
Total number reported in 4 Years -	3,025	744	3,769	55	67	122	3,891	950,063	287,444	1,237,507	6,209	47,211

Table 10. NUMBER of BRITISH VESSELS reported during the year 1868, as Lost or Damaged abroad, distinguishing those belonging to the UNITED KINGDOM from those belonging to BRITISH POSSESSIONS.

United Kingdom - - -	448	180	628	14	15	29	657	210,904	67,367	278,271	1,187	8,783
British Possessions - - -	216	57	273	2	3	5	278	41,580	17,430	59,010	200	3,400
Total - - - -	664	237	901	16	18	34	935	252,481	84,797	337,281	1,387	12,183

Table 11. **NUMBER OF BRITISH VESSELS** reported during the year 1868 as Lost or Damaged abroad; distinguishing their **TONNAGE.**

	Tonnage of Vessels.								Total.
	No. not exceeding 50 Tons.	51 to 100.	101 to 300.	301 to 600.	601 to 900.	901 to 1,200.	1,200 and upwards.	Unknown.	
	83	88	370	215	76	59	32	12	935

Table 12. **NUMBER OF BRITISH VESSELS** reported during the year 1868 as Lost or Damaged abroad; distinguishing their **AGE.**

	3 Years and under.	3 to 7.	8 to 10.	11 to 14.	15 to 20.	21 to 30.	31 to 40.	41 to 50.	51 to 60.	61 to 70.	71 to 80.	81 to 90.	91 to 100.	101 and upwards.	Unknown.	Total.	
	152	157	95	136	147	115	32	26	6	2	—	—	1	—	66	935	

Table 13. **NUMBER OF BRITISH VESSELS** reported during the year 1868 as Lost or Damaged abroad; distinguishing their **RIG.**

Barques.	Billy Boys.	Brigs.	Brigantines.	Chasse Marée.	Cobles.	Cutters.	Dandies.	Dhoneys.	Flats.	Galliotts.	Hookers.	Ketches.	Keels.	Luggers.	Polaccas.	Ships.	Steam Ships.	Schooners.	Sloops.	Smacks.	Snows.	Trows.	Yachts.	Yawls.	Unknown.	Total.
229	—	180	96	—	—	16	1	—	—	—	—	9	—	1	—	126	84	172	2	8	9	—	1	—	1	935

PART 2. WRECKS, &c. TO BRITISH AND FOREIGN SHIPS ON THE COASTS OF BRITISH POSSESSIONS ABROAD.

Table 14. Wrecks, Casualties, and Collisions on the shores of BRITISH POSSESSIONS abroad.

Country.	Year in which Wrecks, &c. happened.	Nature of Casualty.							Tonnage.			Lives imperilled.	
		Wrecks, &c. other than Collisions.			Collisions.			Gross Total of Vessels lost or damaged.	Total loss.	Partial damage.	Gross Total of Tonnage.	Lost.	Saved by remaining on board, or by assistance from Ships or other Ships.
		Vessels totally lost.	Vessels partially damaged.	Total.	Vessels totally lost.	Vessels partially damaged.	Total.						
EUROPE:													
Channel Islands	1867	1	–	1	–	–	–	1	118	–	118	–	(
	1868	4	1	5	–	–	–	5	876	96	972	22	18
		5	1	6	–	–	–	6	994	96	1,090	22	2
Gibraltar			Nil.										
Heligoland	1868	2	–	2	–	–	–	2	119	–	119	–	9
Malta	1868	1	–	1	–	–	–	1	300	–	300	–	10
ASIA:													
Ceylon	1868	3	–	3	–	–	–	3	1,291	–	1,291	–	51
Hong Kong	1867	1	–	1	–	–	–	1	637	–	637	–	19
* India	1868	7	2	9	–	–	–	9	8,149	680	8,829	24	20
Labuan			Nil.										
Straits Settlements	1867	1	–	1	–	–	–	1	1,000	–	1,000	–	2
AFRICA:													
Ascension	1868	1	–	1	–	–	–	1	1,359	–	1,359	–	32
Cape of Good Hope	1868	6	–	6	–	–	–	6	1,819	–	1,819	–	77
Lagos	1866	1	–	1	–	–	–	1	95	–	95	–	(
	1867	1	–	1	–	–	–	1	135	–	135	–	7
	1868	2	–	2	–	–	–	2	641	–	641	–	24
		4	–	4	–	–	–	4	871	–	871	–	37
Mauritius	1867	1	–	1	–	–	–	1	927	–	927	–	37
	1868	3	–	3	–	–	–	3	1,995	–	1,995	–	85
		4	–	4	–	–	–	4	2,922	–	2,922	–	122
Natal	1867	1	–	1	–	–	–	1	178	–	178	8	2
	1868	4	–	4	–	–	–	4	1,525	–	1,525	8	42
		5	–	5	–	–	–	5	1,703	–	1,703	16	44
St. Helena	1867	2	–	2	–	–	–	2	873	–	873	–	31
Sierra Leone			Nil.										

* See Appendix A.

le 14. Wrecks, Casualties, and Collisions on the shores of BRITISH POSSESSIONS abroad—*continued.*

Country.	Year in which Wrecks, &c. happened.	Nature of Casualty: Wrecks, &c. other than Collisions. Vessels totally lost.	Wrecks, &c. other than Collisions. Vessels partially damaged.	Wrecks, &c. other than Collisions. Total.	Collisions. Vessels totally lost.	Collisions. Vessels partially damaged.	Collisions. Total.	Gross Total of Vessels lost or damaged.	Tonnage. Total loss.	Tonnage. Partial damage.	Tonnage. Gross Total of Tonnage.	Lives imperilled. Lost.	Lives imperilled. Saved by remaining on board or by assistance from Shore or other Ships.
IERICA :													
Bermuda	1868	1	2	3	–	–	–	3	150	569	719	–	27
Canada	1866	1	–	1	–	–	–	1	41	–	41	–	5
	1867	15	–	15	–	–	–	15	1,764	–	1,764	19	132
	1868	16	1	17	–	–	–	17	3,490	38	3,528	15	260
		32	1	33	–	–	–	33	5,295	38	5,333	34	397
Newfoundland	1864	1	–	1	–	–	–	1	324	–	324	–	12
	1866	1	–	1	–	–	–	1	52	–	52	–	5
	1867	38	3	41	–	–	–	41	9,611	578	10,189	16	874
	1868	10	3	13	–	–	–	13	2,208	1,326	3,534	11	244
		50	6	56	–	–	–	56	12,195	1,904	14,099	27	1,135
Prince Edward's Island	1867	3	–	3	–	–	–	3	1,280	–	1,280	–	30
Guiana, British						Nil.							
Falkland Islands	1867	1	–	1	–	–	–	1	504	–	504	–	16
Vancouver's Island						Nil.							
EST INDIES :													
Antigua						Nil.							
Bahamas	1867	4	2	6	–	–	–	6	1,897	639	2,536	–	74
	1868	12	2	14	–	–	–	14	2,776	283	3,059	1	122
		16	4	20	–	–	–	20	4,673	922	5,595	1	196
Barbadoes	1868	–	–	–	–	1	1	1	–	314	314	–	16
Dominica						Nil.							
Grand Cayman	1868	1	–	1	–	–	–	1	540	–	540	–	10
Grenada	1868	1	1	2	–	–	–	2	35	251	286	4	18
Honduras	1868	2	–	2	–	–	–	2	533	–	533	–	23

Table 14. Wrecks, Casualties, and Collisions on the shores of BRITISH POSSESSIONS abroad—*continu*

Country.	Year in which Wrecks, &c. happened.	Nature of Casualty.							Tonnage.			Lives imperille	
		Wrecks, &c. other than Collisions.			Collisions.								
		Vessels totally lost.	Vessels partially damaged.	Total.	Vessels totally lost.	Vessels partially damaged.	Total.	Gross Total of Vessels lost or damaged.	Total loss.	Partial damage.	Gross Total of Tonnage.	Lost.	Saved remain on board by assista from Sh or oth Ships.
WEST INDIES—*cont.*													
Jamaica	1867	1	–	1	–	–	–	1	719	–	719	–	2
	1868	3	–	3	–	–	–	3	1,173	–	1,173	1	3
		4	–	4	–	–	–	4	1,892	–	1,892	1	5
Montserrat						Nil.							
Nevis						Nil.							
St. Christopher						Nil.							
St. Lucia	1868	1	–	1	–	–	–	1	40	–	40	–	
St. Vincent	1868	1	–	1	–	–	–	1	384	–	384	–	1
Tobago						Nil.							
Trinidad						Nil.							
Turks Islands		4	2	6	–	–	–	6	Included in Bahamas Casualties.				
Virgin Islands	1867	12	2	14	–	–	–	14	4,425	679	5,104	–	13
	1868	4	1	5	–	–	–	5	221	–	221	–	14
		16	3	19	–	–	–	19	4,646	679	5,325	–	28
* Australia and Tasmania	1866	2	–	2	–	–	–	2	1,974	–	1,974	–	0
	1867	27	4	31	1	1	2	33	2,761	1,728	4,489	34	38
	1868	14	2	16	–	–	–	16	5,565	733	6,298	7	20
		43	6	49	1	1	2	51	10,300	2,461	12,761	41	6
New Zealand	1866	1	–	1	–	–	–	1	800	–	800	68	1
	1867	16	5	21	–	–	–	21	2,228	85	2,313	19	1
	1868	22	1	23	–	–	–	24	3,629	34	3,663	20	3
		39	6	45	–	–	–	45	6,657	119	6,776	107	4
Summary of all Wrecks on Coasts of British Possessions abroad as reported to the Board of Trade during the Year 1868	1864	1	–	1	–	–	–	1	324	–	324	–	
	1866	6	–	6	–	–	–	6	2,962	–	2,962	68	
	1867	125	16	141	1	1	2	143	29,057	3,709	32,766	96	1,9
	1868	121	16	137	–	1	1	138	37,818	4,324	42,142	113	2,0
Total No. reported in 1868		253	32	285	1	2	3	288	70,161	8,033	78,194	277	4,1

* See Appendix B.

British or Foreign.	Nature of Casualty.							Tonnage.			Lives imperilled.	
	Wrecks, &c. other than Collisions.			Collisions.			Gross Total of Vessels lost or damaged.				Lost.	Saved by remaining on board or by assistance from Shore or other Ships.
	Vessels totally lost.	Vessels partially damaged.	Total.	Vessels totally lost.	Vessels partially damaged.	Total.		Total Loss.	Partial damage.	Gross Total of Tonnage.		
British	236	20	256	1	2	3	259	64,709	3,877	68,586	199	3,420
Foreign	17	12	29	—	—	—	29	5,452	4,156	9,608	78	699
Total	253	32	285	1	2	3	288	70,161	8,033	78,194	277	4,119

Table 16. NUMBER of FOREIGN VESSELS reported during the year 1868, as Lost or Damaged on the Coasts of British Possessions abroad, distinguishing the Countries to which they belonged.

Denmark	1	1	2	—	—	—	2	50	251	301	1	14
France	3	2	5	—	—	—	5	872	624	1,496	—	57
Norway	—	2	2	—	—	—	2	—	983	983	—	427
Prussia	5	2	7	—	—	—	7	825	1,207	2,032	8	63
Sweden	—	1	1	—	—	—	1	—	246	246	—	9
United States of America	8	4	12	—	—	—	12	3,705	845	4,550	69	129
Total	17	12	29	—	—	—	29	5,452	4,156	9,608	78	699

Table 17.* NUMBER of LIVES reported during the year 1868 as Lost abroad; distinguishing the Cause.

	Crew.	Passengers.	Total 1868.	Total. 1867.	Total 1866.
By Vessels sailing and not heard of afterwards	705	3	708	740	607
„ „ foundering	230	103	333	234	422
„ „ stranding and Crew or Passengers failing to get on Shore	280	29	309	562	403
„ „ being burnt	12	2	14	7	204
Exhaustion and Exposure to Cold	4	—	4	7	13
By falling or being washed overboard	22	—	22	27	12
From falling Spars or Wreck; falling from Aloft; or Collisions	37	24	61	17	109
Boats or Ships capsizing	10	3	13	24	68
Murdered by Natives	—	—	—	—	1
Various Causes	1	—	1	5	23
Unknown do.	—	—	—	37	42
Total	1,301	164	1,465	1,660	1,904

* This Table relates to Wrecks, &c. both in Part I. and Part II.

Name, &c. of Ship.	Date and Place of Wreck.	Court or Tribunal by whom Inquiry was made.	Substance of Report of Inquiry.	Final Result.
1. **"Ambleside,"** *of Liverpool.* 535 Tons. Official No. 48,197. ROBERT BOWIE, *Master.* C.C. No. 10,309.	Stranded at D'Urban near Port Natal, on 30th August 1868.	Inquiry held at D'Urban before H. J. Mellor, Esq., R.M., George Rutherford, Esq., Collector of Customs, G. C. Cato, Esq., Agent to Lloyds, and E. P. Lamport, Esq., Agent to Liverpool Underwriters' Association.	The barque "*Ambleside*" was bound from Kurrachee to Liverpool with a cargo of wool, cotton, and oil seeds. The ship was seaworthy, and the chronometers were in good order. On the 29th August, by observation at noon, the ship was off the coast of Natal, distant about 100 miles, with increasing wind and heavy rain from S. and S.E. During the night the gale increased with occasional terrific squalls, and thunder and lightning; ship's course S.W. by W. There was very little abatement in the storm on the 30th, and the sun being obscured, no observation was had at noon; course S.W. At 12.15 the mate reported the land to be in sight about 20 miles distant. This Captain Bowie thought impossible, from the ship's position as calculated by him, but finding it was really the case, he made all prudent sail to get the vessel off the coast. The indraught of the current, assisted by wind and heavy sea from S. and S.E. was so great, however, that although the ship was heading clear off the land she rapidly neared the shore. At 5 P.M. she was in 30 fathoms, and at 5.30 P.M. in 25 fathoms, when the Master deemed it prudent to come to an anchor, but the ship commenced driving inshore, dragging her anchor with her. When in 9 fathoms water, seeing it was impossible to save the vessel, the chain was slipped and jibs hoisted for the purpose of beaching her and saving life and property. She, however, struck abaft, and turned broadside to the beach, and soon commenced to break up. The crew were saved on pieces of wreck. The court found that the loss of the "*Ambleside*" was caused by an extraordinary and unusual ocean current setting directly in shore. They considered that the Master and crew had done all in their power to prevent the casualty. The vessel was lost during the heaviest storm of wind and rain that has been known in the Colony for the last 12 years.	Captain Bowie exonerated from blame.
2. **"Atalanta,"** *of London,* Hired Transport. 930 Tons. Official No. 34,929. J. G. BALLINGALL, *Master.* C.C. 8,493.	Set on fire on the 17th of March 1868.	Naval Court held on board the "*Atalanta*" by Lieut. A. S. Watts, Esq, R.N., Thomas B. Rees, Esq., Master of "*Monarch*," and John Davison, Esq., Master of "*Winchester*."	About 10 minutes past 4 A.M. on the 17th March, all hands were aroused by the cry of "Fire" proceeding from the lower hold. The force pumps were rigged, and buckets got in readiness immediately, and there being no cargo betwixt decks, there was plenty of space to work. On taking off the main hatches, a seaman named William J. Moore tried to escape unobserved, but was detected. Eight wheat bags were found to be on fire in the mainhold, and a cask of rum had been broached, and was still running. A large quantity of water was thrown on the fire, which was soon extinguished. Two cloth caps, a box of lucifer matches, and a gimlet were found beside the broached cask. Two of the upper quarter staves and several pieces of dunnage were much charred. It was found, on investigation, that two seamen named William J. Moore and F. Johnson had found a passage into the main hold through a hole where some bags of grain had been drawn out of the after hatch, but they were so much frightened when the fire broke out that they could not find their way back. The Court sentenced them to be imprisoned with hard labour for six months, and to pay for the damage done out of the balance of their wages.	Two seamen convicted of broaching Cargo.
3. **"Bella Donna,"** *of Jersey.* 277 Tons. Official No. 47,088. JOHN LE GRAND, *Master.* C.C. No. 18,044.	Abandoned in the China Seas on the 24th November 1867.	Inquiry held at Singapore, before Lieut. F. Burn, Master Attendant and Marine Magistrate, and Lieut. A.G. McKechnie, of H.M.S. "*Zebra*."	The "*Bella Donna*" left Swansea on June 11th, 1867, bound to Shanghai with a cargo of Coals (480 tons). On the 16th November her position was in lat. 18° 32″ N., and long. 115° 56″ E. She then fell in with the N.E. monsoon, which was blowing very strongly, and commenced to leak so much that she had to be pumped every half hour. On the 21st she lost her mainmast, and on the 23rd her Master decided to run for some port to the southward, and in the track of ships. On the 24th she was overhauled by the British ship "*Omar Pasha*." And the Master decided on abandoning her. The Court were of opinion that the Master was justified in abandoning the "*Bella Donna*" when he did, but censured him severely for not having run for some port to the southward when he first met the monsoon. They were also of opinion that the vessel was too deeply laden when she left Swansea.	Captain Le Grand severely censured.

966 Tons. Official No. 21,175. WILLIAM M'CULLOCH, *Master.* Extra Master's Certificate, No. 7525.	Island of Fisherman's Group, on the 23rd May 1868.	J. Forrest, Esq., Vice Consul, Charles Henry Farquharson, Esq., Lieut. of H.M.S. "*Rinaldo*," Wm. Thos. Tregidgo, Esq., Navigating Lieut. of H.M.S. "*Rinaldo*," and James Smith, Esq., Master of the British Merchant Ship "*Wild Deer*."	below to consult his chart. He was returning on deck about 7 minutes afterwards when he met the senior officer of the watch, who was going below to inform him that land had been seen in the fog, about a mile distant. The Captain immediately ordered the engines to be stopped and reversed, which was done as soon as possible; but in about 2 minutes the vessel struck, and remained fast. Exertions were made to get her off, but without success. The crew and passengers were saved, and also the mails and silk on board. The Court were of opinion that the loss of the "*Benares*" was owing to the influence of the tide, which took her 2½ miles out of her course, and to the carelessness of the two officers on the watch, who, instead of immediately stopping the ship, let several minutes elapse after seeing land, before taking any action in the matter, thus losing the only chance of saving the vessel. The evidence of the pilot and other experienced men showed that it was impossible to ascertain with accuracy the set or velocity of the tide near the Fisherman's Group. The certificates of Mr. R. Cumberland and Mr. Henry Hudgell, officers of the watch, were suspended for 6 months, but the Master was exonerated from blame.	6 months.
5. "**Borderer,**" *of London.* 1,062 Tons. Official No. 30,628. JOHN LEVACK, *Master.* C.C. No. 19,119.	Stranded on a sunken rock off Struis Point, Cape of Good Hope, on the 27th October 1868.	Inquiry held at Bredasdorf, before Jan Hendrick Hofmeyr, LL.D., R.M.	The "*Borderer*" left Penang on the 6th September bound for London, with a general cargo. According to the statements of the Master, steward, and one seaman, the only evidence taken, she had a prosperous voyage until 4 P.M. on the 27th October, when she struck on a sunken rock or blinder, 6 or 7 miles off Struis point. She sighted Cape St. Francis about 3 days before the casualty, and kept along shore, as the Master considered her safe at the distance of 6 miles from land. There was nothing on the charts, of which there were three on board, to denote that she was in a dangerous place. There was no indication of broken or discoloured water, and the Master was of opinion that if there had been no wind she would have passed over without striking. The ship was under full sail, and going at the rate of 10 knots an hour. She struck 3 times and immediately passed over into deep water, and sunk in fifteen minutes. As soon as the Master found she was filling he ordered the boats to be got out, and put his box of papers into the first that was launched, but she unfortunately capsized, and all was lost. Two other boats were then got out, and the crew succeeded in leaving the vessel before she sunk; but one of the boats, in which were the 1st and 2nd officers and the carpenter and boatswain, was never again heard of. The inquiry was imperfect, as the ship's papers were lost, and all the officers, except the Master, drowned.	Inquiry imperfect.
6. S.S. "**Bosphorus,**" *of Liverpool.* 1,593 Tons. Official No. 51,060. JOHN ALEXANDER, *Master.* C.C. No. 6,327.	Stranded near Fitzikama Point, on the morning of the 21st October 1867.	Inquiry held at Port Elizabeth, before John Campbell, Esq., Resident Magistrate, assisted by F. Skead, Esq., Nautical Assessor.	The "*Bosphorus*" left Simon's Bay on the 19th October at 1.20 P.M., bound for Port Elizabeth. At noon on the 20th her position, by observation, was lat. 35° 45′ S., long. 22° 23′ E. The course then steered was E.N.E. by Standard Compass, for about 42 miles. At 4.30 the Master found by Azimuth that the variation of the Standard Compass was 16° W. From 4.30 till midnight the course steered was E. by N. ½ N. The Master left the deck at 10.30 P.M., having given instructions that the course should be altered to E. by N. at midnight, which was done, and the vessel struck on a rock at 1 A.M. on the 21st. The Court arrived at the conclusion that the loss of the "*Bosphorus*" was owing to currents of which the Master was not aware, and which were not marked upon his charts. The Court therefore acquitted the Master, Captain Alexander, of all blame in connexion with the loss of his vessel. The Governor of the Cape of Good Hope declined to confirm the Report, as he considered the Master was not free from blame, and that the examination of witnesses was not carried far enough to elucidate the real causes of the misfortune.	Captain Alexander acquitted by the Court.
7. "**Bremensis,**" *of Liverpool.* 1,359 Tons. Official No. 54,936. THOMAS WEBSTER, *Master.* C.C. No. 15,914.	Stranded on a reef on the North Point of Ascension on the 11th August 1868.	Naval Court held at Ascension by Captain Arthur Wilmshurst, H.M.S. "*Flora*," Lieut. Chas. Ross Forrest, H.M.S. "*Flora*," Navigating Lieut. John Molloy, H.M.S. "*Flora*," and John F. Goodridge, Esq., Master of the barque "*Rajasthan*."	The "*Bremensis*" was bound from Bombay to Liverpool with a cargo of cotton, and was wrecked on the 11th August 1868 on a reef ⅛th of a mile from the shore of Ascension. The wind was fair and the weather fine, and the Master had no intention of calling at Ascension. It appears, also, that he had Horsburgh's sailing directions on board, in which he might have seen that there was a vessel wrecked on the same point 30 years before. The Court censured the Master for running so near the shore, with which he was unacquainted; and also for not keeping the lead going. They also censured the Mate for advising the Master that he could go so close.	Captain and Mate both censured.

Name, &c. of Ship.	Date and Place of Wreck.	Court or Tribunal by whom Inquiry was made.	Substance of Report of Inquiry.	Final Result.
8. **"B. Smith,"** *of Windsor, N.S.*, 196 Tons. Official No. 42,115. GEORGE ANDERSON MORRIS. *Master.* American Certificate of Competency.	Stranded at Dollar Harbour Bank, S. Cat Cay, on 17th October 1868.	Inquiry held at Nassau, before E.B.A. Taylor, Esq., Police Magistrate, and Henry Clement Lightbourn, Esq., Harbour Master and Nautical Assessor.	The "*B. Smith*" left Jamaica on the 1st October 1868, bound for New York, with a cargo of fustic and logwood. Everything went on well until 4 A.M. on the 16th, when she sprung a leak, which continued to increase notwithstanding continuous pumping. The deck load was thrown overboard, but the Master, finding it impossible to keep the water under, ran her ashore at Dollar Harbour Bank, S. Cat Cay, on the 17th. There were 7 feet of water in the hold when the ship was beached. The Court were of opinion that the Master acted prudently in putting her ashore.	No blame attached to Master.
9. **"Cattofield,"** *of Aberdeen.* 450 Tons. Official No. 53,253. S. E. JANE, *Master.* C.C. No. 1,149.	Burnt in lat. 36° 42′ S., Long. 12° 10′ W., on the 25th of August 1868.	Inquiry held at Port Elizabeth, before John Campbell, Esq., R.M., and F. Skead, Esq., Nautical Assessor.	The "*Cattofield*" sailed from Leith on the 24th June 1868 with a cargo of coals bound to Penang. Nothing of importance occurred until the 24th August, when the cargo was discovered to be on fire. The hatches were closed down to prevent the flames from bursting out, and the Master then steered for Tristan da Cunha, which bore S.S.E., about 250 miles distant. The fire increased rapidly, and the smoke became more dense, until the next morning, when an explosion took place, blowing off the forward hatch. About 9 A.M. a sail was seen, which proved to be the "*Glenlyon*" of Quebec, and it being impossible to remain any longer on board the "*Cattofield*" the crew scuttled and abandoned her, and were taken on board the "*Glenlyon.*" The Court attributed the casualty to the spontaneous combustion of the coals, and exonerated the Master from blame.	Captain Jane acquitted of blame.
10. **"Columbus,"** *of Liverpool.* 1,077 Tons. Official No. 45,913. ANDREW BURD, *Master.* C.C. No. 9,081.	Burnt in lat. 13° S., and Long. 85° E., on the 29th December 1867.	Inquiry held at Cape Town, before John Campbell, Esq., R.M., and George Gordon Lomax, Esq., Acting Harbour Master, Nautical Assessor.	The "*Columbus*" sailed from Liverpool on the 29th August 1867, bound to Rangoon with a cargo of coals. About 5 A.M. on the 29th December, smoke was observed coming out of the fore hatch. The pumps were immediately manned, and every possible means used to extinguish the flames, but without avail, and the crew were obliged to abandon her in the boats. The cause of the fire was supposed to have been spontaneous combustion. The Court found that the "*Columbus*" was not lost through any wrongful act or default of the Master.	No blame attached to Captain Burd.
11. **"Constantia,"** *of London.* 337 Tons. Official No. 56,796. THOMAS THURLOW LAWS, *Master.* C.C. No. 18,708.	Stranded half a mile E. of Buffalo River, East London, on the 20th July 1868.	Inquiry held at Cape Town, before Matthew Jennings, Esq., R.M.	The "*Constantia*" was at anchor in East London Roadstead on the 19th of July, when the gale commenced, in which the "*Shantung*" and other vessels were wrecked. The "*Constantia*" remained at anchor until the morning of the 20th, when the Mate who was in charge saw a signal from the port office to the "*Shantung*" to proceed to sea. He immediately slipped, and succeeded in making a good offing. Towards evening, however, he stood in for the land, and though he signalled "I shall not anchor to night," approached the breakers too closely to go about or wear. He was therefore obliged to come to an anchor. His excuse for standing inshore was that the wind failed when he was four miles off, and he deemed it prudent under the circumstances to run into the roadstead and anchor. The Court was of opinion that the same wind which brought the vessel 4 miles inshore would have carried her as far to seaward, and that even at 4 miles from the shore the vessel was safe from any ordinary casualty. There was still a heavy sea, and there was no vessel in the roadstead to guide him in the choice of a berth. The Court also considered him to blame for not having got ready the 2nd anchor before attempting to make the land again. Had he done so the vessel would probably have been saved. The Court was therefore of opinion that the vessel was lost through want of ordinary care and foresight in the officer in command.	The Mate blamed.

12. **"Cornucopia,"** *of Hawkesbury, N.S.* 107 Tons. Official No. 46,901. CHARLES O'BRYAN, *Master and Owner.* No Certificate.	Stranded on the Fish Cay Reef, on the 15th March 1868.	Inquiry held at Long Cay, before Archibald Nairn, Esq., Justice of the Peace.	The "*Cornucopia*" sailed from Jacmel, St. Domingo, on the 5th March 1868, bound for New York with a cargo of coffee and cotton seed, and in tolerably good order for the voyage. She encountered baffling winds, and on the 13th came to anchor at Inagua, where the Master went ashore and saw the Master of the wrecking schooner "*Isabella.*" It is not known whether there was any communication between them, but the Court thought it suspicious that the "*Isabella*" was at the place of wreck eight hours after the casualty occurred. The "*Cornucopia*" left Inagua on the 15th, and having rounded Castle Island shaped her course N. ½ W. to go through the Crooked Island Passage, but about 11 o'clock P.M. she struck on the Fish Cay Reef. On the following night she was set fire to by some person or persons unknown, the Captain and some of the wreckers being on board at the time. The course steered was correct if there was no current to interfere. The Court was of opinion that the loss of the "*Cornucopia*" was accidental, but attached some blame to the man on the look out for not having observed the "white water" sooner.	No blame attached to the Master.
13. **"Crusader,"** *of Cape Town.* 447 Tons. Official No. 37,023. ROBERT MURRAY, *Master.* C.C. 24,429.	Stranded at East London, Cape of Good Hope, on the 28th of August 1868.	Inquiry held at East London before Matt. Jennings, Esq., R.M.	The "*Crusader*," according to the evidence, was at anchor in East London Roadstead, taking in a cargo of wool for London. On the 27th of August the wind blew fresh from the S.W. with a very heavy sea, causing the vessel to strain heavily and pitch very much. She was riding by her port anchor with 90 fathoms of cable. The cable parted at 1.20 A.M. on the 28th, and the starboard anchor was immediately let go, but the vessel continued to drift until she got in the break of the sea, when the anchor was slipped and she went ashore. The Court considered the loss of the "*Crusader*" accidental, and attached no blame to the Mate, who was in command.	No blame attached to the Master or Mate.
14. **"Curlew,"** *of Dublin.* 63 Tons. Official No. 28,208. JOHN WILSON, *Master.* C.C. 118.	Stranded at Brava on the 17th April 1867.	Naval Court held at Zanzibar by H. A. Churchill, Esq., Political Resident and Consul, Edmund St. John Garforth, Esq., Commander of H.M.S. "*Penguin*," C. F. Gulliver, Esq., Navigating Lieutenant of H.M.S. "*Penguin*," and James Athey, Esq., Master of British Ship "*Retriever.*"	The "*Curlew*" arrived at Brava on the 9th of April 1867 with a general cargo from Zanzibar. Nothing of importance occurred until the 16th, when a strong swell was observed coming from eastward, which continued to increase during the night. At 8 P.M., the port cable having parted near the anchor, the starboard anchor was immediately let go, and the vessel appeared to ride safely at 60 fathoms notwithstanding the increasing sea. On the following morning the agent sent a boat off which the master sent back to shore for an anchor, but on its return with the anchor the ship had drifted nearer shore, and the sea was too heavy for the boat to approach her. The Master then determined on slipping the cable in order to beat off shore, if possible, but the wind was too light and the vessel was consequently thrown upon the reefs, where she became a wreck in a few minutes. The Court were of opinion that no blame could be attached to the Master or crew for the loss of the vessel, and recorded their approbation of the praiseworthy conduct of the Master and crew during the seven months which they were obliged to spend at Brava in almost a destitute condition. The Court also expressed their high sense of the humanity displayed by the Sultan of Zanzibar, who maintained them at his own expense during that period.	No blame attached to Master or crew.
15. S.S. **"Dandenong,"** *of London.* 575 Tons. Official No. 52,672. JOHN PAIN, *Master.* C.C. No. 5,601.	Stranded on the Glennies, on the 29th February 1868.	Inquiry held before the Victoria Steam Navigation Board.	The "*Dandenong*" left Sydney on the 27th February with a cargo of coals for Melbourne. About 2 P.M. on the 29th she sighted the Ten-foot rock, and passed between Clift Island and the Promontory. She then hauled round the island to pass to the southward of the Glennies, and the weather being foggy the engines were slowed. The Master allowed, as he thought, ample room to pass outside, but the ship struck on the south end of one of the northern Glennies. The Master attributed the casualty to the set of the current northward and the sluggishness of the compass. She was got off with the next tide, and proceeded to Melbourne. The Court were of opinion that the Master should have shaped a course which would have carried him clear to the southward of the Glennie group; they also considered the neglect of the lead, which did not appear to have been used, a grave error. They therefore suspended the certificate of Captain Pain for 6 months.	Captain Pain's certificate suspended for six months.

Name, &c. of Ship.	Date and place of Wreck.	Court or Tribunal by whom Inquiry was made.	Substance of Report of Inquiry.	Final Result.
16. **"Ella Bruce,"** *of Liverpool,* 202 Tons. Official No. 29,919. GEORGE BROWN, *Master.* C. C. No. 28,510.	Stranded on a reef near Maugre Kay on the 19th of July 1868.	Inquiry held at Belize before Austin W. Cox, Esq., Acting Police Magistrate.	The "*Ella Bruce*" sailed from Belize on the 16th July 1868, bound to Liverpool with a cargo of sugar, logwood, cocoa nuts, &c. The original Master of the "*Ella Bruce*" had been drowned, and she was in charge of the 1st Mate, Mr. Brown, who also held a certificate as Master. The pilot left the vessel at 5 o'clock on the evening of the 19th, Maugre Cay then bearing S.E. about 8 miles distant. Stood to the N. until 7·30 when she tacked to the S.E. under topsail courses, jib, and mainsail, making 2½ knots per hour. The weather at this time was thick and squally. She was kept on this tack until 9·30, and just as the crew were in the act of putting her about she struck the reef, the lights on Maugre Kay bearing S.E. ½ S. distant 2 miles. The Court was of opinion that the loss of the "*Ella Bruce*" was owing to an error in judgment on the part of the Master in keeping the vessel so long on the S.E. tack, and also to the hazy state of the weather, which caused the Maugre Kay lights to appear farther off than they really were.	Captain Brown blamed.
17. **"Enfield,"** *of London.* 169 Tons. Official No. 44,982. CLEMENT PINEL, *Master.* C. C. 22,182	Stranded on S. point of Zanzibar island on 24th April 1868.	Naval Court held at Zanzibar by H. A. Churchill, Esq., C.B., Political Agent and Consul, John Kirk, Esq., V. Consul, and John Wilson, late Master of "*Curlew.*"	The "*Enfield*" left Zanzibar for London on the 23rd April with a general cargo, and was wrecked on the south point of the island on the following day. It appeared from the evidence that the captain ran his vessel too near the land, and did not make proper allowance for the wind and current which were dead against her. Though his vessel was within a short distance of the shore he went below without leaving his Mate in charge, or giving any positive directions, and when he was called by the Mate 20 minutes afterwards, she had got so near the shore that it was impossible to prevent her striking. He blamed the Mate for not having let him know that the vessel had broken off her course, and the Mate excused himself on the grounds that the Master kept the charts himself, and would not permit any one else to consult them; also, for telling him that Zanzibar had a bold coast without reefs, which led him to believe that it was the Master's intention to run close to the shore. The Court were of opinion that they were both culpable, and accordingly suspended the Master's certificate for two years, and the Mate's for one year.	The Certificate of Captain Pinel suspended for 2 years and of David Jones, 1st Mate for 1 year.
18. **"Esmeralda,"** *of Greenock.* 1,188 Tons. Official No. 33,206. JOHN KERR, *Master.* C. C. 19,745.	Foundered off Opara on the 9th of January 1868.	Inquiry held at Wellington before James C. Crawford, Esq., R.M. and R. Johnson Esq., Nautical Assessors.	The "*Esmeralda*" left Maldon Island for Tahiti on her voyage to Queenstown with a cargo of guano. On the first day out the main pump got choked, but they were able to keep her clear with the fore-pump, which also however became choked occasionally. On arriving at Tahiti the Master entered a protest, and had the vessel surveyed by Lloyds Agent and Captain Kelly, who recommended that a trunk should be built round the main pump to keep it clear of guano. She left Tahiti on the 14th December for Queenstown, and had fine weather up to the 28th, when it commenced to blow a gale. On the 29th it blew a strong gale which caused her to labour heavily. She was then put under close reefed topsails, and men were sent down to clear the guano out of the pumps. At 8 P.M. on the 30th both the fore and main pumps were choked, and the crew tried to keep the water under by baling, but without success. On the 7th January there were 9 feet of water in the hold, and the leak was still gaining. Opara was sighted at 6 A.M. on the 7th, and the vessel was boarded on the following day by Mr. Lusher of the P.N.Z. and Australian R.M. Company who offered to take the ship into the harbour of the island, which he alleges he could have done in three hours, but his offer was declined. She was then beginning to steer wildly. On the 9th Mr. Lusher repeated his offer of assistance which was again declined, and at 10 P.M. on the same night she was abandoned in a sinking state. No attempt was made to keep down the water after the middle of the 8th instant, and there did not appear to have been sufficient canvass kept on the ship to make her steer properly. The Court considered that the neglect of the Master in making no endeavour to reach the port, and in not asking Mr. Lusher for information, was very culpable. They therefore held that he had been guilty of great neglect and want of promptitude, and reprimanded him accordingly.	Captain Kerr reprimanded.

19. **"Fashion,"** *of Shelburne, N.S.* 100 Tons. Official No. 42,797. ISAAC G. RAYNE, *Master.* No Certificate.	reef, Great Inagua, on the 10th July 1868.	before William Henry Pinder, Esq., Acting Resident Justice, and William Prudden, Esq., Nautical Assessor.	and honey. On the following day she took her departure from Cape St. Nicholas. The weather was fine on the 10th, although the wind was blowing fresh. The brig's course was shaped N. by W. The wind increased at 7 P.M. and the sails were taken in, but about ½ past 10 P.M. the Molasses reef was seen, and although the helm was put up and the mainsail lowered it was too late, and she was thrown high on the reef, and commenced thumping heavily. The Captain was in bed seriously ill and unable to move when the vessel struck, and the strength of the Mate, who was also an invalid, had been overtaxed. In the opinion of the Court the course steered should have taken the "*Fashion*" clear of danger, and no blame could be attached to the Captain for the loss of the vessel. The casualty might reasonably be attributed to bad steering or a strong current, or to both.	Master.
20. **"Hammersmith,"** *of London.* 798 Tons. Official No. 45,085. JOHN INGLIS, *Master.* C.C. No. 5,428.	Stranded on the Reefs to the S. of Black River, Mauritius, on the 3rd January 1868.	Inquiry held before the Mauritius Marine Board.	The "*Hammersmith,*" with several other vessels, was lying at anchor in the Roads on the morning of the 3rd January, the wind blowing strong at the time from the N.E. On the signal being made for the vessels that were lying in the Roads to put to sea, she slipped as soon as possible, and stood away N.W. by W. The wind rapidly increased in strength as the vessel proceeded to the westward, and caused her to plunge heavily into a very high and confused head sea. Owing to the violence of the wind most of the sails were split, and blown away as soon as they were set, and the vessel made little way. About 3 P.M. she was struck by a heavy sea, and the cargo shifting the vessel was thrown on her beam ends. In this position she made little or no headway, but drifted gradually towards the land, to which she was also probably drawn by the currents which are very strong along the coast, especially in bad weather, and at about 6 P.M. she struck on the reefs on the S.W. coast of the Island, and in a few minutes became a total wreck. The Board were unanimous in thinking that the Master did everything in his power to save the vessel, and that no blame could be attached to him or any of his officers or crew for the loss of the vessel.	No blame attached to the Master.
21. **"Huasco,"** *of Swansea,* 435 Tons. Official No. 28,059. DAVID MORGAN, *Master.* C. C. No. 24,365. **"Jeannette Rolline"** (*Dutch Brigantine*). WILLIAM ARDENS, *Master.*	Collision in lat. 5° 22″ S., long. 30° 10″ W. on the 5th of August 1867.	Inquiry held in the Falkland Islands before E. R. Griffiths, Esq., Stipendiary Magistrate, A. Bailey, Esq., J.P., and A. McTavish, Esq., Master of "*Ultinia,*" Nautical Assessor.	The "*Huasco*" was bound from Swansea to Valparaiso. The "*Jeannette Rolline*" was bound from Monte Video to Antwerp. From the statement of the officers of the "*Huasco*" it appeared that that vessel was heading S.W. by S. ½ S, with a moderate wind from S.E., when the 2nd officer who had the watch observed a strange vessel right ahead, and immediately ordered the wheel to be put to port, which was done, but in two minutes the vessels came in collision, port bow to port bow. After careful investigation of the circumstances attending the collision, the Court came to the conclusion that there was blame to be attached to both vessels. On the part of the Brigantine, because there was only one light on the weather side, and no look out forward. On the part of the "*Huasco*" because she had no side lights up, and the man stationed forward on the look out grossly neglected his duty. Particular attention was drawn by the Court to the evidence of the Chief Officer of the "*Huasco,*" who stated that it was customary to carry side lights only on very dark nights and in the tracks of vessels. This statement was supported by three merchant Captains in Court, all accustomed to trade round the Horn.	Captain Morgan censured.
22. **"Imogen,"** *of London.* 247 Tons. Official No. 24,920. JOHN FOGWELL GOODRIDGE, *Master.* C. C. No. 8,083.	Wrecked at East London on the eastern side of the Buffalo River on the 20th November 1867.	Inquiry was held at East London, Cape of Good Hope, before M. Jennings, Esq., R. M., and Geo. Walker, Esq., Harbour Master.	The barque "*Imogen*" arrived at East London on the 18th instant from Port Elizabeth, and anchored in the Roadstead on the same day. Finding she was anchored too near the shore, the Captain ordered a kedge to be run out with a line attached, by means of which they endeavoured to warp the vessel, but did not succeed. A gale of wind sprang up on the evening of the 19th, and it became necessary to let go the other anchor. About 1 A.M. on the morning of the 20th, the starboard cable parted, and at 5 A.M. the port cable parted. Sail was instantly made to get the vessel out to sea, but without success, and she went on shore on the eastern side of the Buffalo River. The Court found that the loss of the "*Imogen*" was purely accidental, as owing to the failure of the wind when the vessel made the port there was no chance afterwards of shifting the vessel farther seawards.	Captain Goodridge's Certificate returned to him.

Name, &c. of Ship.	Date and Place of Wreck.	Court or Tribunal before whom Inquiry was held.	Substance of Report of Inquiry.	Final Result.
23. S.S. "**Indore,**" *of Bombay.* 679 Tons. Official No. 44,863. H. J. GREEN, *Master.* No Certificate.	Stranded in the Red Sea on a Reef between Dissee Island and the mainland on the 15th November 1867.	Inquiry held on board H.M.S. "*Satellite*" before Lieut. J. J. Martin, R.M., J. G. O'Connell, Esq., Navigating Lieut., R.N., and J. Templeton, Esq., Master of S.S. "*India.*"	The "*Indore*" left Annesley Bay on the 15th November bound for Aden, intending to pass through the Channel between Dissee Island and the main land. An Arab Pilot was in charge of the ship, and the Captain followed printed directions received from Colonel Merreweather, viz.:—"Between Dissee and the main land there is a good channel. There are some rocks showing above water, but if these are left a little on the starboard hand, there is no danger." About an hour after passing these rocks, at a distance as he thought of $\frac{1}{8}$th of a mile, the ship struck on a sunken rock. There was no leadsman in the chains at the time of striking. The Court considered that no blame could be attached to the Master, as the chart by which the ship was navigated showed no rock but a good channel where she struck. At the same time they were of opinion that no reliance could be placed in the pilot Ahomed Sulliman, as he had not the slightest knowledge of the danger. The Reef has since been buoyed. The "*Indore*" was only slightly damaged, and was able to proceed on her voyage soon afterwards.	No blame attached to Captain Green, except for not having a leadsman in the chains.
24. "**Irene,**" *of Nassau, N.P.* 314 Tons. Official No. 57,285. H. J. FLAGG, *Master.* No Certificate.	Collision with an unknown steamship, on the 11th of August 1868.	Inquiry held at Barbadoes before Thomas Cummins, Esq., P.M. C. W. Fleming, Esq., P.M., F. B. Smith, Esq., P.M., and Lieuts. H. Boxer and A. F. Gibbons, of H.M.S. "*Niger,*" as Nautical Assessors.	The S.S. "*Irene*" left Carlisle bay on the night of the 11th August, bound for Demerara. At about $\frac{1}{2}$ past 8 o'clock on the evening of the same day the Mate, who was in charge, observed a light on the port bow, about S.S.E. $\frac{1}{2}$ E. She was then steering S.by E. about 9 miles distant from the sea part of South Point Lighthouse. The course was altered to S. by W. and ten minutes later the Mate saw three lights of a steamer burning brightly; and also her Pilot house light. The vessel was then kept off S.S.W. and continued her course for about ten minutes, until the Mate, thinking the stranger intended to pass his vessel, put the wheel hard a-port, stopped, and reversed the engines. The stranger attempted to cross the bows of the "*Irene*" and struck the latter vessel on the port side of the bow, doing considerable damage. The Court were of opinion that the collision might be attributed to the defective condition of the steam lights of the "*Irene,*" and to the length of time lost in reversing her engines; also to the fact of the strange steamer having kept an insufficient look out, and having starboarded her helm when the "*Irene*" was observed, instead of putting it to port. They considered the Master was guilty of great neglect in not having endeavoured to ascertain the stranger's name. They attached no blame to the Mate, but called attention to the suspicious manner in which the log book was kept, there being two alterations and one erasure in the entry relating to the collision.	Captain Flagg blamed for not trying to ascertain the name of the strange vessel.
25. "**Italia,**" *of Liverpool.* 883 Tons. Official No. 48,344. THOMAS LAMB, *Master.* C. C. 26,542.	Stranded on the island of San Lorenzo, on the 10th November 1868.	Naval Court held at Callao, by Charles Wilthew, Esq. Consul Lieut. H. A. Digby, H.M.S. "*Malacca,*" Lieut. G. Osborne, H.M.S. "*Malacca,*" and John Allan, Esq., Master of British ship "*Gallovidian.*"	The "*Italia*" was bound from Chincha islands to Callao with a cargo of guano, and was wrecked on the northernmost point of the Island of San Lorenzo, on the 10th November 1868. It appeared from the evidence that the vessel was steering E.N.E. about two miles from the land when the wind failed and she commenced driving towards the shore. The Master was called on deck and he ordered the helm to be kept hard a-starboard, but delayed letting go the anchor for half an hour, during which time she drifted within a few ships' lengths of the shore. The anchor was then let go, but it was too late, and she struck on the rocks and became a total wreck. The Court were of opinion that the Master did not lose his ship intentionally, but considered him to blame for not letting go the anchor as soon as the wind failed, especially as he was in anchoring ground. They therefore suspended his certificate for 6 months.	Captain Lamb's Certificate suspended for six months.
26. "**John Chism,**" *of Liverpool.* 798 Tons. Official No. 14,635. J. WOODCOCK, *Master.* C. C. 2260.	Stranded below False Point, Bay of Bengal, on the 11th April 1868.	Inquiry held at Fort William, Bengal, before the Honourable A. G. Macpherson, one of the Judges of the High Court, Calcutta.	The "*John Chism*" sailed from London in December 1867, bound for Calcutta. At 3·30 p.m. on the 10th April 1868 land was seen on the port bow about 10 or 12 miles distant. The Master was satisfied that he knew the position of his vessel, and land was seen just where he expected; but it appears that at this time he was about 100 miles from the spot where he thought he was. At 11 P.M. the glimmer of a blue light was seen which was thought to be the Ridge Light Vessel, about 20 miles off, but must have been False Point light, and the ship's course was altered slightly. The glimmer soon after disappeared and at midnight the lead was hove for the first time since leaving land on the 10th, showing only 11 fathoms. The Master then went below to consult his charts and in a few minutes afterwards the Mate saw "breakers ahead." The Master then came on deck and tried to wear the ship round, but she struck the rocks, and some time after became a total wreck. The Court was of opinion that the "*John Chism*" was lost through the default of the Master in not heaving the lead sooner, and in not putting the ship about as soon as the lead showed only 11 fathoms, but taking into consideration his uniform good conduct, the Court suspended his certificate for 6 months only. There is no doubt that the chronometers of the vessel were out of order, but there was no evidence before the Court to show how the Master got so very far out of his reckoning, and he himself did not attempt to account for it.	Captain Woodcock's Certificate suspended for six months.

Jun." *of London.* 725 Tons. Official No. 48,550. JOHN GRAHAM, *Master.* C.C. 14,824.	Marshag, near Aden, on the 12th June 1868.	Aden by Lieut. H. L. Nutt, Assist. Resident, Henry Lytton, Esq., Master of "*Flying Venus*," John Yeo, Esq., Master of "*Burmah*."	and endeavoured to round Ras Marshag with a light wind from the S.W., ship on the starboard tack, but the wind fell. At 9 A.M. on the 12th a light breeze sprang up from E.S.E. and the Master wore ship round and stood on a course W. ½ N., till about 11 A.M., when the wind died away and the ship's head veered round with the current and heavy swell to the eastward, direct to the land. On looking at the Chart and laying down the ship's position, the Court found that there were only 23 fathoms of water, 2½ miles off the land, in a S.W. direction from Round island, and much less the way the ship was heading. They were therefore of opinion that there was great neglect of duty on the part of the Master in not letting go the anchor, which doubtless would have prevented the loss of the ship. No bearing of land had been taken from the time the ship left Aden till she struck, and no position marked down. The Court were of opinion that the loss of the vessel was entirely due to the imprudence and neglect of the Master. They however left the case for the decision of the Board of Trade, who have now no power to suspend Certificates on the report of a Naval Court.	Captain Graham severely blamed.
28. **"Light of the Age,"** *of London.* 1,287 Tons. Official No. 24,610. THOMAS REID PORTER, *Master.* C.C. 9,738.	Stranded near Port Philip Heads on the 16th January 1868.	Inquiry held at Melbourne, before the Victoria Steam Navigation Board.	The inquiry into the circumstances attending the loss of the ship "*Light of the Age*" extended over 6 days, and resulted in the disclosure of so many glaring defects that the Board felt bound, whilst giving judgment, to dwell strongly upon them. The "*Light of the Age*" left Liverpool in October 1867, with incomplete charts and sailing directions bearing date of issue by the Admiralty 1861, notwithstanding that the owners and agents were annually sending to the ports of Australia a fleet of ships. The ship was not fitted with a lifeboat available for immediate use, and such boats as the ship was provided with were, at the very time they were needed, stowed on deck in such a manner that the only one which could have been quickly launched was unfit to be used in a seaway, and the consequence was that three of the crew who fell overboard near the Cape perished without an attempt being able to be made to rescue them. The evidence clearly proved that during the voyage the Captain gave way to drunkenness, and neglected his duties, leaving to his Mate the refitting and the navigation of his ship when partially dismasted off the Cape, and only once appearing on deck in daylight during five consecutive days, whilst the repairs were going on. The vessel appears to have been badly navigated for a day or two before the casualty, as she was altogether out of the proper track of vessels bound to Port Philip, being much too far to the southward. On the 13th his position by observation, as taken from the log, was nearly a hundred miles southward of the proper track, although the wind was favourable for running into the fairway. The position of the ship was not even known when the land was made, as a great mistake was made in designating the "landfall," calling that the N. end of King's Island which must have been the S. headland of Fitzmaurice Bay, and this mistake was not corrected in the log, nor her true position fixed, which ought to have been done by cross bearings when in sight of King's Island on the 14th, and the Australian land at sunset on the same day. The lead, though at hand, was not used. After the vessel missed stays an attempt was made to wear her when it was palpable that there was not sufficient room, although the anchors were over the rail and ready to let go. The Board alluded with regret to the conduct of the Captain after the wreck. At a time when he should have been cool and collected he was incapacitated for the performance of his arduous duties by his intemperate habits. The Board found that the Master had been guilty of drunkenness, and neglected the navigation of his ship, and was utterly unworthy of further trust. They therefore cancelled his Certificate.	Captain Porter's Certificate cancelled.

Name, &c. of Ship.	Date and Place of Wreck.	Court or Tribunal before whom Inquiry was held.	Substance of Report of Inquiry.	Result.
29. **"Mai Blume,"** *of Liverpool.* 1,189 Tons. Official No. 54,295. LEWIS ARTHUR BERRIMAN, *Master.* C.C. No. 8,737.	Burnt in Bombay Harbour on the 5th August 1868.	Inquiry was held at Bombay, before John Connon, Esq., Acting Chief Magistrate of Police, and Lieut. C. S. P. Woodruffe, R.M.	The "*Mai Blume*" was employed by Government as a transport in connexion with the Abyssinian Expedition. She arrived in Bombay on the 20th June with a returned cargo of hay from Annesley Bay, and anchored in the harbour. Eight of the crew were discharged at their own request, and a cook named Thomas Crane was dismissed without a character. The Master went ashore on the morning of the 4th August, leaving the Mate in charge with orders not to allow any of the discharged men to come on board. During his absence however, the cook and another of the men accompanied by a Parsee, came on board with a Government Order to look for certain wooden fittings, which the cook had informed the Government builder were concealed on board. They obtained a lantern, and having searched the ship, returned on shore. About 1 o'clock on the morning of the 5th the ship was discovered to be on fire fore and aft. Suspicion pointed to the cook as being the incendiary, he having threatened to be revenged on the Captain for discharging him without a character. The Court, however, were of opinion that there was not sufficient evidence to justify the suspicion, as during the time he was on board with the Parsee he was not out of the sight of the Mate, and he had no other opportunity of firing the ship. They could come to no conclusion as to the cause of the fire, but thought spontaneous combustion of the hay the most plausible theory. They called attention to the custom of keeping no night watch on board ships in Bombay Harbour during fine weather.	No blame attached to the Master.
30. **"Maitland,"** *of North Shields.* 798 Tons. Official No. 53,441. WILLIAM COULSON, *Master.* C.S. 70,637.	Stranded on the Ariadne Rocks on the 21st of June 1868.	Naval Court held at H. B. M. Consulate, Shanghai, by Robert J. Forrest, Esq., Vice-Consul, William T. Tregidgo, Esq., Navigating Lieutenant of H.M.S. "*Rinaldo*," and William F. Lawes, Esq., Master of British Ship "*Water Witch.*"	The "*Maitland*" left Shanghai on the 20th of June 1868 for London, with a cargo of tea. She was in charge of a pilot as far as the lightship. At daybreak they, as the Master thought, sighted Gutzlaay bearing S. by E. between 5 and 7 miles. The Captain then saw broken water on the weather bow, and before the vessel could answer her helm she struck on the Ariadne Rocks. Due allowance does not appear to have been made for the set of the tide, which was setting northward, while the Master supposed it was going S.E. The evidence of the pilot, however, showed that the set of the tides was so unreliable, especially at full or change, that even the oldest frequenters of the Yangtze were sometimes at fault. The Master was also deceived by a mirage, not unfrequent at the mouth of the river, which led him to believe he saw Gutzlaay at a distance of 6 or 7 miles when it was really distant 15 or 17 miles. The Court censured the Master for having allowed the pilot to leave before the ship was well out to sea, and called attention to the very dangerous custom which appeared from the evidence to prevail, of pilots leaving their ships long before they were out of the pilotage limits. They also censured him for attempting to beat his vessel to sea on a dark night without having a full knowledge of the tides. At the same time they acknowedged that the ship was in other respects well handled, and recorded their high sense of the exertions made by the Master and officers of the "*Maitland*" to save the ship and cargo after the casualty.	Captain Coulson censured.
31. **"Mary Frances,"** *of Glasgow.* 769 Tons. Official No. 4,600. J. B. THOMAS, *Master.* C.C. 12,416.	Stranded at the Mouth of the Yangtze River on the 21st March 1868.	Naval Court held at Shanghai, by Lieut. and Commander Wm. F. L. Elwyn, of H. M. S. "*Slaney*," R. J. Forrest, Esq., Vice-Consul, Navigating Lieut. William G. Atkinson, of H.M.S. "*Basilisk*," Edmond Edmond, Esq., Master of Ship "*Cadiz*," and William G. Tate, Esq., Master of Ship "*Tavistock*."	The "*Mary Frances*" left Cardiff on the 10th October 1867 for Shanghai, with a cargo of coals. She made the N. Saddle Island on 19th March 1868, and proceeded under easy canvass for the entrance of the Yangtze River. The Master tried to get a pilot from some Chinese junks, but did not succeed, and not being able to see land he brought the ship to anchor in 4 fathoms. Observing afterwards Point Drinkwater bearing N. he weighed and steered E. and E. by S., until Shaw-ei-shaw Island bore east, distant about 8 miles, when the ship struck. The Court were of opinion that the "*Mary Frances*" was lost through sufficient allowance not having been made for the various sets of the tide at the mouth of the Yang-tze-Kiang. They severely reprimanded the Master for his want of judgment in trying to enter the river in thick weather without a pilot, especially as it was his first voyage to Shanghai.	Captain Thomas reprimanded.

32. S.S. "**Niphon,**" *of London.* 529 Tons. Official No. 52,793. ARTHUR PEAKE, *Master.* C.C. 2,528.	Stranded on a Reef off House Hill on the 23d January 1868.	Naval Court held at Amoy by W. H. Pedder, Esq., Consul, Lieut. Pringle, R.N., of H.M. Gunboat "*Banterer,*" John Cap, Esq., Manager of Amoy Docks, Samuel Ashton, Esq., Master of S.S. "*Yesso,*" and James Ferries, Esq., Master of S.S. "*Filipino.*"	The "*Niphon*" was bound from Hong Kong to Shanghai with mails and passengers. At 5 P.M. on the 23d of January she was off Rees Islands. As it was blowing a strong N.E. monsoon with a very heavy sea, the Master determined on taking the inner passage, having reason to believe that the ship would make but little way by going outside. The course steered from Rees Islands till 12 minutes past 7 was N. 32 E., when it was altered to N. 34 E. to make sure of seeing Lamtia. Knob Rock was sighted at 6.15, bearing E. ¾ of a mile distant, and at 12 minutes past 7 Cork Point bore W.N.W. 1½ mile distant. At 10 minutes past 8 Lamtia bore N.E., and House Hill bore N.W. Hauled up N. ½ W. by compass or N. true for Noteh Island, which was supposed to be bearing N. full 3½ miles distant. The Master soon after went below to consult the chart with regard to the Reef off Noteh, and on returning to the deck observed land close on the port side, which looked like Noteh. The vessel then drew up very fast to the land, greatly to the Master's surprise who knew that the course steered should have taken her well clear of House Hill, and did not expect to reach Noteh so soon. He ordered the helm hard aport, but was again surprised on finding her strike on a hidden reef off House Hill. Everything in his power was done to save her, but without success, and the passengers and crew succeeded in reaching the land, with the loss of a few lives. The Court found that the loss of the "*Niphon*" was due to an unusually strong indraught, and inaccurate and deceptive bearings, partly owing to wrong delineation of land to westward on the chart, also to a mistaken estimate of the distance of the land visible before the ship struck, and to the existence of a reef projecting from House Hill, which place is described in the China Pilot as "steep-to," and therefore open to misconception. They exonerated the Master from all blame as to her loss, and acknowledged that the best steps had been taken for saving life, &c. In conclusion, the Court remarked that the discovery of a reef projecting E. & S.E. from House Hill (hitherto considered "steep-to") should lead the commanders of coast steamers to think less favourably of the channel between House Hill and Lamtia for night navigation than they had hitherto done. They also recommanded that all S.S. employed in the navigation of the Chinese coast should be fitted with wheel houses, and chart rooms in the fore part of the vessel.	No blame attached to the Master.
33. S.S. "**Norna,**" *of London.* 613 Tons. Official No. 31,152. PHILIP BUTON JONES, *Master.* C.C. 8,537. "**Munsoor,**" a Native Buggalow.	Collision off Aden on the 21st April 1868.	Naval Court held at Aden by Lieut. H. C. Nutt, Acting Assistant Resident in charge, Lieut. George John Hirtzel, H.M.S. "*Nymphe,*" and Alex. Irvine, Esq., Commander of S.S. "*Asia.*"	It appeared from the evidence of those on board the "*Norna,*" that the "*Buggalow*" showed no light, and was not observed until she was close to the ship a little on the starboard bow. The people on board the "*Buggalow*" affirmed that as soon as they saw the ship they hoisted a light at the after mast, and lighted a flare up. The "*Buggalow*" foundered and two people were drowned. The Court were of opinion that the collision occurred through the light of the "*Buggalow*" being hoisted at the after mast where it could not be seen, and that no blame could be attached to the Master or officers of the "*Norna.*"	No blame attached to the Master or officers.
34. "**Northumberland,**" *of Liverpool.* 1,168 Tons. Official No. 50,560. JOHN HUMPHREYS, *Master.* C C. 24,051.	Stranded on a Reef off Bald Head on the 20th June 1868.	Inquiry held at Albany before Sir A. T. Cockburn Campbell, Bart., Resident Magistrate, assisted by C. L. Vauzuilicome and G. T. Butcher, Esqs., Nautical Assessors.	The "*Northumberland*" left Newcastle on the 2nd March 1868 bound for King George's Sound with a cargo of coals. She had a prosperous voyage until the 14th June when she began to make water during a heavy gale. From that time she experienced a succession of gales and made water very fast. The pumps were constantly kept going until 1 P.M. on the 20th, when West Cape Howe was sighted and the water still gaining the Master ran her near the land for the purpose of saving life. She struck the reef at 10 P.M. on the 20th, and went down at about 9.30 on the 21st. There was over 15 feet of water in her hold when she struck. Breaksea Light was not seen till after the casualty. The Court attached no blame to the Master for the loss of his vessel, but called attention to the want of a light at the extremity of land off Bald Head, as a vessel making the land to the westward close inshore cannot see the light on Breaksea Island until Bald Head is cleared.	Captain Humphrey's Certificate returned to him.

Name, &c. of Ship.	Date and place of Wreck.	Court or Tribunal before whom Inquiry was held.	Substance of Report of Inquiry.	Result.
35. S.S. "**Northwick,**" *of London.* 523 Tons. Official No. 52,667. James Noble, *Master.* C.C. 15,077.	Stranded on the Brittern Rocks, Östergarn Gotland, on the 8th August 1868.	Naval Court held at Stockholm by Gerald Raoul Perry, Esq., H.B.M. Consul, J. Embleton Samson, Esq., Merchant, and Mr. William Slater, Master of Schooner "*Onda.*"	The S.S. "*Northwick*" left Cronstadt on the 6th August, and sighted Farö Lighthouse at 7 A.M. on the 9th, bearing by compass W.N.W. about 4 miles. The ship's course was S.W. $\frac{1}{2}$ W., but steering somewhat wildly. The Captain left the deck at 9.30 A.M., having charged the chief mate who had the watch to let him know if anything were wanted. At 11.25 A.M. he was called by the Mate, and on coming on deck found his ship heading in for the Island of Östergarn and steering S.W. $\frac{1}{2}$ S. He immediately ordered the helm to be put a-starboard, but in a few minutes the ship struck and remained fast. The Court were of opinion that the stranding of the S.S. "*Northwick*" was owing to the Chief Mate, Mr. Stroud, having allowed her to run off her course during his watch. They also blamed the Mate for not calling the Master sooner, the land having been in sight for a considerable time before 11.25 A.M. The Court dismissed the Mate from his situation, and ordered him to return to England at his own expense; and further, that on his return he should send his certificate and discharges which he had not with him to the Board of Trade for inspection. They also reprimanded the Master for not having enforced order and sobriety more strictly on board his vessel, and cautioned him to be more attentive to the maintenance of discipline in future. The Master could not produce the certificates or discharges of any of his officers or crew, and the Court were therefore unable to judge of their previous characters.	Captain Noble reprimanded, and the Chief Mate dismissed.
36. "**Nundeeps,**" *of Scilly.* 177 Tons. Official No. 14,196. Thomas Odgers, *Master.* C.C. 12,213.	Stranded at East London, on the 28th August 1868.	Inquiry held at East London, before Matt. Jennings, Esq., Resident Magistrate.	The "*Nundeeps*" was at anchor in the roadstead at East London, taking in a cargo of wool for London. She was riding by her port anchor and 60 fathoms of cable. It came on to blow from the S.W. with a heavy sea on the 27th, and at 10 A.M. the windlass gave way. A second anchor was then let go, and 15 fathoms of cable veered out on the port anchor, and the end made fast to the foremast. Just before dark the largest hawser was fastened to the port cable and the mainmast to act as a spring. The wind continued to increase until midnight, when it blew a gale direct on shore, causing the vessel to labour very heavily. Soon after midnight the port cable parted, and a third anchor was made ready and let go. About 2 A.M. of the 28th the starboard cable parted, and the other anchor not holding the vessel drifted towards the breakers. The hawser was then cut, and sail made to enter the river, but the vessel was unmanageable and went on the rocks. It was impossible to put to sea after the port cable parted, as a heavy sea was running direct on the land and the wind was blowing a gale. The Court found that the wreck of the "*Nundeeps*" was accidental.	No blame attached to the Master or crew.
37. "**Resolution,**" *of Liverpool.* 154 Tons. Official No. 14,224. Wm. Jenkins Bowden, *Master.* C.C. 46.	Abandoned at sea, off the Berlengs, on the 11th January 1868.	Naval Court held at Lisbon, by George Brackenbury, Esq., Consul, Edward F. Pinto Basto, Esq., Merchant, Charles Laing, Esq., Lloyd's Agent, and William Richardson, Esq., Master of the Barque "*Chowdean*" of Sunderland.	The "*Resolution*" sailed from Liverpool on the 28th of December 1867, bound for Monte Video with a cargo of flag-stones, coals, soda ash, and iron, making in all about 219 tons. She was 28 years old, but was overhauled and classed A 1 at Lloyd's before sailing. She was insured in Bristol and London for 1,600*l.* value policies, an amount in the opinion of the Court greatly above her actual value. There was no evidence to show whether or not the cargo was insured. During the voyage the vessel made water so fast that the crew were exhausted by continual work at the pumps, and on the morning of the 11th January, being then off the Berlengs, they hailed the "*Neptune*" of Shields, Official No. 53,455, with a request to pick them up, as the "*Resolution*" was in a sinking state. They were then taken on board the "*Neptune,*" the Master of the "*Resolution*" declaring that nothing could be done to save his ship. Immediately before abandoning the "*Resolution,*" the Master, with the assistance of his mate, Alfred Hall, took off the main hatches, and the Master himself knocked away the lower planks of both starboard and port bulwarks opposite the main hatches, threw the pump gear overboard, and cast the topsail sheets adrift. Part of the crew of the "*Neptune*" were sent aboard the "*Resolution*" with orders to take her into Lisbon, if possible; and having stopped a leak which they found on the port side, they squared away for the Tagus and arrived safely on 12th January. The hole in her port side had evidently been scuttled, and the Master before absconding confessed that he had done it. The Court found that the "*Resolution*" had been wilfully cast away by the Master for the purpose of defrauding the Underwriters. The Master absconded before the Inquiry commenced.	Captain Bowden absconded before the Inquiry.

[illegible] *of London.* 626 Tons. Official No. 56,919. WILLIAM BEAZLEY, *Master.* C.C. 22,434. **"Zephyr,"** *of Bombay,* Pilot Schooner No. 3. JOHN INGLE, *Master.*	Harbour, on the 10th July 1868.	before John Connon, Esq., Acting Chief Police Magistrate, H.B. Akaster, Esq., Staff Commander H.M. I.T.S. "*Malabar.*"	[illegible] of Bombay on the night of 10th July, when a schooner was observed on the starboard tack heading to the south-west. The engines of the "*Sakura*" had been stopped for the purpose of speaking the light-ship, with which there had previously been communication by means of rockets and lights. The schooner, which proved to be the "*Zephyr*" Pilot Schooner No. 3, was on her station cruising between the outer and inner light-ships. After seeing the steamer's lights she occasionally showed flare-ups. The circumstances attending the collision are somewhat variously stated by the different witnesses, but after carefully considering the evidence given on both sides the court came to the following conclusions, viz.: 1stly. That the S.S. "*Sakura*" was solely to blame for the collision, because a proper look out was not kept on board of her from the time the order was given to put the helm hard a starboard until the collision was unavoidable. 2ndly. That the "*Sakura*" was to blame, inasmuch as the engines had not been stopped and reversed in time to avoid a collision; the evidence showing that the engines were not going astern at the time. 3rdly. That she was also to blame for keeping her helm hard a starboard for some minutes previous to, and at the time of the collision, contrary to the rules for preventing collisions at sea. 4thly. That the "*Sakura*" ran into the "*Zephyr*," and not *vice versâ* as stated by the Master of the steamer. The Court therefore considered that Mr. Beazley committed an error of judgment in not adopting proper precautions for the prevention of the collision, and sentenced him to be severely reprimanded.	Captain Beazley reprimanded.
39. **"Sea Rover,"** *of London,* 213 Tons. Official No. 13,583. A. FROUD, *Master.* C.C. 13,164.	Stranded 2 miles E. of Buffalo River, near East London, on the 20th July 1868.	Inquiry held at East London, before Matt. Jennings, Esq., R.M.	The "*Sea Rover*" was at anchor in the roadstead at East London in charge of the Mate. On the night of the 19th of July the wind blew strong from seaward with a very heavy sea. At 3 A.M. on the morning of the 20th the starboard anchor was let go with 45 fathoms of cable, and at the same time the port cable was paid out to 75 fathoms. The latter, however, parted at 3.30, and at 4.30 the starboard cable parted. The foretopmast staysail was then run up to cant her head off shore, but without success, and she stranded in the bight. The Court was of opinion that no blame could be attached to the officer in charge, Mr. John Froud, as the vessel was in light trim and the casualty occurred at night and in exceptionally bad weather.	No blame attached to the Master or Mate.
40. **"Serica,"** *of Greenock.* 543 Tons. Official No. 45,261. THOMAS CUBBINS, *Master.* C.C. 2,721.	Foundered in the Indian Ocean on the 17th March 1868.	Inquiry held before the Mauritius Marine Board.	The "*Serica*" left Liverpool on the 8th December 1867 bound for Aden, with a cargo of coals. She was staunch and seaworthy, having been repaired before sailing, and was moderately laden. She had a prosperous voyage until the 11th of March, when the gale in which she was lost commenced to blow from E.S.E. On the morning of the 12th, as the weather looked very threatening, sail was shortened, and the ship wore round and hove to on the port tack, under a close reefed main topsail. The gale continued to increase, and the royal yards and other top hamper were sent down; extra lashings were put on the boats, the sails made well fast to the yards, double relieving tackles were put on to the rudder head. In fact, every precaution in the power of an experienced commander was taken for the safety of the vessel. The gusts becoming very heavy on the 13th, the main topsail was taken in, and tarpaulins and hammocks made fast in the mizen rigging, to keep the ship's head to the wind. The rudder having become useless through the breaking of the iron band which secured the rudder head, the vessel fell off and became unmanageable. The masts were then cut away, but the vessel immediately sprung a leak, which continued to increase until it was evident to every one on board that she must founder. A raft was then made and the boats got out, but the Captain remained under her lee until the next morning, when she foundered. The Court paid a very high compliment to Captain Cubbins for the cool, gallant, and seamanlike conduct which he evinced throughout the whole time; but thought the crew cowardly at the last in leaving the ship with so much haste. The Court considered that no blame could be attached to the Master or officers for abandoning the "*Serica.*"	No blame attached to the Master or officers.

Name, &c of Ship.	Date and Place of Wreck.	Court or Tribunal before whom Inquiry was held.	Substance of Report of Inquiry.	Result.
41. S.S. **"Shahazadah,"** *of Liverpool.* 814 Tons. Official No. 55,093. WILLIAM SALT, *Master.* C.C. 12,614.	Stranded near the White Cliffs, about 3 miles S. of Cox Bazar, on the Chittagong Coast, on the 17th June 1868.	Inquiry held at Chittagong, before H. A. R. Alexander, Esq., Sessions Judge.	The "*Shahazadah*" left Madras on the 6th of June bound for Calcutta, with a cargo of cotton, skins, &c. The weather during the early part of the voyage was very heavy and gloomy, with occasional strong gales. In consequence of the dark weather the Master was obliged to depend upon the dead reckoning, which proved to be so incorrect that he completely lost his way, and was obliged to beat about for several days to keep in deep water, with the chance of sighting a light ship or pilot brig. During this period the coals were exhausted, and the vessel sprang a leak. A solar observation was obtained at noon on the 13th, which showed the position of the ship to be lat. 21° 22′ N., and long. 89° 51′ E., or 98 miles E. of the position shown by dead reckoning. Another observation at noon on the 16th showed her position to be lat. 20° 41′ N., and long. 91° 31′ E., or 101 miles E. of the position shown by dead reckoning, and 90 miles from Akyab and Chittagong. The pumps had been choked with coal dust some days previously, and the men were almost worn out baling, the Master, therefore, determined to bear up for Chittagong, to refit and get a supply of coals. The courses steered from the time of the last observation were N. ½ W. for one hour, N. by W. for two hours, N. ¾ W. for two hours, the ship going regularly 4 knots per hour. From 7 P.M. to the time of stranding the course was N. by W., going between 3 and 4 knots per hour. No look outs were stationed on the forecastle after midnight of the 16th, as all the men who were not engaged in trimming and working the sails were exhausted baling. From midnight until 2 A.M. there were occasional squalls with rain, and at 3 A.M. a heavy squall from westward commenced which lasted for about 2 hours, during which the vessel fell off N. by E. for fifteen minutes, while the crew were setting the mizen. Between 4 and 4.30 A.M. the Mate saw what he thought was land, and called the Captain, who immediately ordered the helm to be put hard down to starboard, and the anchors let go; also the sails to be clewed, and the yards put back. She, however, dragged her anchors and went ashore, where she became a total wreck. The Court considered that after the Master had ascertained his true position at noon on the 16th June to be lat. 20° 41′ N., long. 91° 31′ E., having plenty of sea room and a favourable wind, with a knowledge of the set and force of the current, acquired by several days experience, there was no excuse for his failing to reach Chittagong. He knew, by comparison of the solar observations and the dead reckoning taken on the 14th and 16th of June, that the current carried the ship off her set course at least 2 miles per hour, and he should, therefore, have seen that the courses steered by him would bring the vessel almost to the exact spot where she stranded. The Court was of opinion that the loss of the "*Shahazadah*" was owing to the wilful disregard on the part of the Master of the directions stated on the chart as to the set and force of the current, and, therefore suspended his certificate for 18 months.	Captain Salt's Certificate suspended for 18 months.
42. **"Shantung,"** *of London.* 312 Tons. Official No. 21,283, JOHN L. PARKER, *Master.* C.C. 5,924.	Stranded at East London on the 20th July 1868.	Inquiry held at East London, before Matt. Jennings, Esq., R.M.	The "*Shantung*" was at anchor in the East London Roadstead in charge of the chief officer, the Master being ashore. About midnight on the 19th July the wind freshened from the sea, and gradually increased in strength. No signals were made from the vessels in the harbour during the day, but at daybreak on the 20th it was found that one of them had driven ashore, and the others were labouring heavily. A signal was then made from the port office for the "*Shantung*" to slip and proceed to sea, which was not answered by that vessel, but the "*Constantia*" reading the signal, found no difficulty in acting on the advice. The "*Shantung*" continued to drift in shore until 4 o'clock P.M., when the wind changed and she made sail, but the wind failed, and the vessel was then helpless in the huge seas which were bearing her towards the shore, and she soon struck the rocks on the Bight. The Court censured Mr. Bruce, the officer in charge, for not having attended to the signal from the port office, as, being in a better position than the "*Constantia*," he would have found no difficulty in proceeding to sea. The Court also noticed another neglect of duty on the part of Mr. Bruce, viz. when the first cable parted he should at once have got on deck a spare bower anchor, which was stowed conveniently in the forecastle, and bent to it a cable which was already ranged along the deck ready for use. This would, probably, have saved the vessel, as Mr. Bruce admits that she did not drift until the hawser of the stream anchor, which he let go instead, parted. The Court was, therefore, of opinion that the ship was lost for want of ordinary care and foresight on the part of the officer in command.	No punishment inflicted.

Tasmania," *of Launceston.* 632 Tons. Official No. 32,220. WILLIAM CULBERT, *Master.* C.S. 36,804.	the 3rd February 1868.	before John Allan and S. Gibbs, Esquires, Justices of the Peace, and William Thomson, Esq., Nautical Assessor.	cable passed through the moorings, when it began to blow a gale from the S.E. on the 3rd of February. She rode easily till after 4 o'clock P.M. when the cable parted, and she drifted 6 ships' lengths towards the shore. After every attempt had been made to put to sea, the 2nd bower anchor was let go, the best bower not being available from the cable being round the Government moorings. The ship continued drifting until 5 o'clock, when the cable parted from the moorings and was shackled to the best bower anchor, which was let go. The ship parted both cables soon after, and the Master had some sails set, and ran her on the beach to save life. She soon turned broadside on, and fell over, deck to seaward, and became a total wreck. Two seamen and two children were drowned. The Court attached no blame to the Master for the loss of the vessel, but considered that he lacked judgment in not making an effort to set the topsails, with a view to cant the vessel inshore after she fell broadside on to the beach, whereby lives might have been saved. They also thought that a sufficient look out was not kept for signals from the shore when the vessel was at her moorings.	No blame attached to the Master as to the loss of his vessel.
44. **"Tricolor,"** *of Liverpool.* 1,497 Tons. Official No. 32,963. WILLIAM BRYDE, *Master.* C.C. No. 15,434.	Stranded on the Pratas Shoal on the 7th June 1868.	Inquiry held at Hong Kong before Charles May, Esq., Police Magistrate, H. G. Thomsett, Esq., R.N., Harbour Master, E. Mellish, Esq., Justice of the Peace, R. Cairns, Esq., Government Marine Surveyor, and John Townsend, Esq., Master Mariner.	The "*Tricolor*" was bound from Cardiff to Yokohama with 1,800 tons of coals. The last observation before the casualty, taken at noon of the 6th June, showed the ship's position to be lat. 19° 01 S., long. 117° 01 E., the Pratas Shoal bearing N. ½ W. 92 miles. (The Master had verified the accuracy of his chronometer on the 23rd of May by his position 6 miles N.N.W. of Ceicer de Mer.) On the day before the casualty, the weather was fine, with the wind about East, and the ship was going about 4 knots on the starboard tack, with Royals set. At 2 A.M. of the 7th the Master came on deck and found the vessel steering N.E. by N., and as he thought about 30 miles East of the Pratas. He was on deck about 5 minutes, and soon after, at 4.50 A.M., the vessel struck. The look out man, according to custom, had been taken off at 4° 45 A.M. to wash the deck. The Court reprimanded the Master for placing too much reliance on the correctnesss of his position at noon of the 6th, and for not making a proper allowance for the variable currents which are known to exist in the vicinity of the Pratas shoal. They also censured him for allowing the custom to prevail of taking the look out man from his post at daybreak. In other respects they considered the vessel to have been well handled.	Captain Bryde censured.
45. **"Tugela,"** *of Aberdeen.* 475 Tons. Official No. 45,219. GEORGE R. STUART, *Master.* C.C. 20,846.	Stranded at Port Natal on the 3rd February 1868.	Inquiry held at D'Urban, Port Natal, before H. J. Meller, Esq., R.M., G. Rutherford, Esq., Collector of Customs, G. C. Cato, Esq., Lloyd's Agent, E. P. Lamport, Esq., Agent for Liverpool Underwriters' Association, and Wm. Bell, Esq., Port Captain.	The "*Tugela*" arrived from London at Port Natal on the 9th January, and was brought up with the port anchor and 75 fathoms of chain, in the outer anchorage where she was likely to have to remain during her stay, owing to the shallow state of the bar. More chain was afterwards given out, and the usual precautions taken to make her safe and snug. All went well until the 20th January when, during heavy weather, with constant pitching, she took 15 fathoms more of the chain through the lashings on the "Sprlng." The end of the chain was then brought up and shackled round the foremast, and she continued to ride at 115 fathoms until the date of the casualty. On the 3rd February, having discharged nearly all her cargo and the Captain being on shore, the Mate had the responsibility of setting the watch. For this duty he told off the carpenter and one seaman. There was a moderate easterly breeze and a nasty swell setting in shore, and at times it was very dark. About a quarter before eleven o'clock the carpenter called the Chief Mate, saying he thought the vessel was adrift, and the lead, being immediately dropped, showed only 2½ fathoms water. Everything possible was done by the Mate to save the vessel, but it was too late, and in five minutes she struck the bank. She soon passed into deeper water and the starboard anchor was let go, but the vessel took the beach, head on shore, and the anchor parted next day. She was afterwards surveyed and condemned. The Court were of opinion that the casualty occurred through the accidental parting of the chain which was according to Lloyd's measure, but observed that the scale adopted at Algoa Bay is considerably beyond Lloyd's scale, and that if a vessel is to be considered well found for that coast, her chains should be larger than Lloyd's scale. They also thought that if a better watch had been kept, and the parting of the chain discovered sooner, the vessel might have been saved, but they attached no blame to the Master or Mate.	No blame attached to the Master or Mate.

Name, &c. of Ship.	Date and Place of Wreck.	Court or Tribunal before whom Inquiry was held.	Substance of Report of Inquiry.	Result.
46. "**Water Nymph,**" *of London.* 584 Tons. Official No. 21,579. EDWIN SNIEL BABOT, *Master.* C.C. 6,699.	Stranded at Oamaru, New Zealand, on the 3rd February 1868.	Inquiry held at Oamaru before S. Gibbs and John Allan, Esqs., Justices of the Peace, and Wm. Thomson, Esq., Nautical Assessor.	The "*Water Nymph*" anchored at Oamaru ont e 16th January to take in a cargo of wool for London. She was moored with the best bower anchor and 90 fathoms of cable in 4½ fathoms water about 1¼ mile from the shore. She continued loading until the 3rd of February, when the weather became stormy, wind from E.S.E., and the Master seeing the "Blue Peter" at the Flagstaff prepared to go to sea. Shortly afterwards he made out the signal "Proceed without delay," but the "*Star of Tasmania,*" which was moored right ahead about 1½ cubits length off, just then parted her moorings and drifted on the port quarter of the "*Water Nymph,*" thus giving her a foul berth. Finding it impossible to proceed to sea as the "*Star of Tasmania*" had let go the second anchor, the Master of the "*Water Nymph*" did the same, but no more cable was let go on the first anchor as it was dangerous to take the springs off the shackles. She soon began to drag and ran out all her chain to the bare end. Attempts were then made to cut the cable, but without success; and it was impossible to get below to the end of the chain, as the sea washed over the ship. Some of the topsails were then loosed to break the chain in order to get to sea, but in the meantime the vessel dragged in shore, and there being no chance of saving her, the foresail was set, and the Master put the helm up and ran her as far on shore as he could for the purpose of saving life. The Court were of opinion that the casualty was unavoidable. and that the manner in which the Master manœuvred his vessel to enable her to cant inshore after falling broadside on to the beach, thereby saving all the lives on board, was praiseworthy.	Captain Babot complimented by the Court for the manner in which he handled his vessel.
47. "**Welcome,**" *of Bombay.* 281 Tons. Official No. 30,602. Hired Transport. T. JONES, *Master.* C.S. 74,960.	Stranded on the Shoals to the Eastward of Adjuce Island on the 12th day of March 1868.	Naval Court held on board the British ship "*Durham,*" Annesley Bay, by Lieut. A. A. S. Watts, R.M., T. C. Kerr, Esq., R.N.R., Master of "*Durham,*" and H. Atkinson, Master of "*Himalaya.*"	The "*Welcome*" left Aden on the 7th March. and had a prosperous voyage until the 12th of the same month, when she struck on the Two Fathom Patch Reef to the Eastward of Adjuce Island. There was no neglect on the part of the Master or crew, and the Master attributed the casualty to a strong easterly current. The Court, however, found that the casualty was owing to the incorrectness of the charts used by him, in which the Two Fathom Patch is placed four miles to the eastward of its true position.	No blame attached to Master.

APPENDIX (A.)

STATEMENT

OF THE

Wrecks which occurred on the Coasts of British India, including British Burma and the Straits Settlements, during the years 1865, 1866, and 1867.

APPENDIX (A.)

WRECKS which occurred on the Coasts of BRITISH INDIA, including

Date of Wreck.	Government or Administration reporting.	Name of Vessel.	Flag of Vessel.	Tonnage of Vessel.	Whither bound.	Whence Bound.	Cargo.
January	Bombay	"Sydenham"	British	1,236	-	-	Ballast
		Str. "Johnstone Castle"	British	131	-	-	General
		Pattamar "Dustagury"	Unknown	Unknown	-	-	Brandy, Piece Goods, Yams, &c.
	Ceylon	"Charles de Nantes"	French	Do.	-	-	Cargo
		"Lochec"	British	1,500	-	-	Coal
February	British Burma	"Blondel"	American	630	-	-	Rice
	Bengal	"Margaret Davies"	British	271	-	-	General
March	Bombay	"Lord Brougham"	British	1,078	-	-	General
		"Glen Sannox"	British	1,200	-	-	Coals
	British Burma	"Anna"	Hamburg	-	-	-	Ballast
	Madras	"Angela Burdett Coutts"	British	599	-	-	Porter, Ale, and Railway Stores.
April	British Burma	"Trumbull"	American	903	Calcutta	Rio de Janeiro	Ballast
		"Sirocco"	British	1,246	-	-	Ballast
		"Gebroeda Hintman"	Dutch	450	-	-	Ballast
May	Madras	"Stree Vencataswerloo"	British	101	Vizagapatam	Maulmain	Teak Timber
		"Taureau"	French	228	Bimlapatam	Madras	-
	Bombay	"Ellora"	British	948	Liverpool	Bombay	General
June	British Burma	"Courier"	American	898	Europe	Bassein	Rice
July	Bengal	"Jannovee Prosad"	British	65	Balasore	Calcutta	Sundries
		"Unknown"	Unknown	Unknown	Balasore	Rajabunder	Not laden
August	Bombay	H.M's. Steamer "Hugh Lindsay."	British	411	Attached to Persian Submarine Telegraph Company.		-
	Ceylon	"Alphonsine Isma"	French	500	Orders	Madagascar	None
September	British Burma	"Idas"	British	752	United Kingdom	Maulmain	Timber
		"Susannah"	British	205	Bombay	Maulmain	Timber
November	Bengal	"Dhony Lutchmeena"	British	16	Balasore	Masulipatam	None
		"Gopeenath Prasad"	British	55	Pooree	Calcutta	Sundries
		"Philamenie"	French	428	Calcutta	Marseilles	Rice
December	Ceylon	"Princess Royal"	British	592	Singapore	Madras	None

APPENDIX (A.)

ITISH BURMA and the STRAITS SETTLEMENTS, during the year 1865.

Where lost.	Cause of Wreck, when traceable.	Lives saved or lost.	Cargo saved or lost.	Remarks.
mbay Coast, S.W. Prong, entrance to Bombay Harbour.	Pending Inquiry - -	None lost -	- - -	Grounded before Pilot could get on board.
mbay Coast. Sunken rock west of Melunda Fort, Malabar Coast.	Not stated - - -	Ditto -	None lost.	
mbay Coast off Carwar, Gungawallee Bunder.	Sprang a leak - - -	2 lost -	Unknown.	
ast of Ceylon, Venloss Bay - -	Stress of weather - -	Unknown -	Lost totally	
ast of Ceylon. Burnt 20 miles south of Galle.	Spontaneous Combustion of cargo.	2 lost -	Lost totally	
stings Shoal, Rangoon River -	Fog - - - -	None lost -	Part lost.	
ddle Point Bar, Hooghley River -	Several causes - -	- - -	Total loss.	
eribiane Reef, Laccadiva Islands -	Pending Inquiry - -	None -	Lost totally	
uth-west Prong, entrance to Bombay Harbour.	Pending Inquiry - -	None -	Doubtful.	
Sea. Latitude N. 15° 53′, Longitude E. 96° 26′.	Not stated.			
t South of entrance to Hunsuldivy branch of the River Kristna.	Not using the lead - -	None -	None lost.	
k on the outer Fukeer rocks - -	Fire - - - -	Saved.		
tern Sand, 14 miles eastward of Rangoon light ship.	Supposed to be error of chronometers.	None lost -	Lost totally	
to, 13 miles to Eastward of light ship	Ditto. - - -	2 lost -	Lost totally	
ndered at anchor in Bimlapatam roads	Experienced bad weather and became waterlogged.	None lost -	Lost.	
the beach at Bimlapatam, it is supposed.	- - - -	None lost -	Part lost -	The Report says "on the beach," but on what beach is not mentioned.
Port of Bombay, light vessel (outer) N.E.	Unknown - - -	Saved -	Pending Inquiry.	
ian Shoal, mouth of Bassein River -	Negligence - - -	Saved -	Lost.	
k leaky at mouth of Boorabulling River.	Old vessel - - -	Saved -	Lost.	
ng gale. Anchor broke and the vessel wrecked off Pooree.	Not known - - -	Saved.		
adore beacon, while proceeding out of he roads.	Not stated - - -	Saved -	- - -	The wreck is not marked on the chart, as the Persian Gulf is not included in it.
ks at foot of Buona Vista Hill -	Said to have parted both cables successively.	Saved.		
shna Shoal, S.W. Point of land enosing Gulf of Martaban.	Carelessness and neglect in the use of the lead.	Saved -	Lost.	
dwin Sands, Mouth of Salween River	Carelessness in allowing ship to drift to north on a flood tide.	Saved -	Lost.	
				No wrecks in October.
h of Little Dodwell's Island - -	S.E. squall drove her ashore -	Saved.		
ndeepal Sand, North of Channel Buoy	Old vessel - - -	Saved -	Lost.	
stated; supposed to be at Pooree -	Carelessness of the Captain -	Saved -	Saved.	
ern Coast of Island of Ceylon, between oint Pedro and Pass Pye.	Cyclone - - -	Saved.		

WRECKS which occurred on the Coasts of BRITISH INDIA, including

Date of Wreck.	Government or Administration reporting.	Name of Vessel.	Flag of Vessel.	Tonnage of Vessel.	Whither bound.	Whence bound.	Cargo.
January	- - -	- - - - -	- -	- -	- - -	- - -	- - - -
February	British Burma	"Edouard" - -	French -	850	Akyab - -	Bombay -	Ballast - - -
	Bombay -	Steam Ship "Jeddo" -	British -	1,109	Bombay -	China - -	General - - -
	Ceylon -	"Gertrude" - -	British -	350	Bombay -	Calcutta -	Rice, Sugar, and Sundries
	Straits Settlements.	"Charles Julie" -	French -	310	Singapore -	Rangoon -	Rice - - -
March -	British Burma	"Empress China" -	British -	339	Bombay -	Maulmain -	Timber - - -
April -		S. Steamer "Siam" -	Siamese -	227	Calcutta -	Rangoon -	Tin and Specie (Rupees, 20,000).
May		"Joudel Maniam" -	British -	369	Bombay -	Rangoon -	Rice, Timber, Sulphur, and Piece Goods.
		"Scotia" - -	British -	1,040	United Kingdom	Maulmain -	Rice - - -
May -	Bengal -	"Eswaramoortee" -	British -	120	Amkalpoor -	Arracan -	Paddy, value Rupees 1,20
		Sloop "Juggurnath Persad."	British -	80	Balasore -	Maulmain -	Lime Stone -
	Bombay -	Steam Ship "Maharaj"	British -	128	Jeytapore -	Goa - -	Unknown -
June -	Ceylon -	"Hydrose" - -	British -	258	Negapatam -	Columbo - -	None - -
	Bombay -	"Stafford" - -	British -	939	Bombay -	Liverpool -	Coal - -
		"Diamond" - -	British -	1,004	Calcutta -	Jeddah - -	Salt - -
	Madras -	Native Brig "Syed Ibrahim Bux."	Not given	47	Manaar and Jaffna	Columbo -	General - -
July -	Bombay -	"Zenobia" - -	British -	1,414	Bombay -	Calcutta -	Rice and Gunnies
		"Vickerie" - -	British -	182	Bombay -	Zanzibar -	Ivory and sundries
		"Chapman" - -	British -	750	Bombay -	Liverpool -	Coals - -
	British Burma	"Fortitude" - -	British -	578	Akyab - -	Rangoon -	General -
		"Dunkoomaree" -	British -	97	Madras -	Chittagong -	Salt, Cocoanut Oil, a Specie.

ITISH BURMA and the STRAITS SETTLEMENTS, during the year 1866.

Where lost.	Cause of Wreck, when traceable.	Lives saved or lost.	Cargo saved or lost.	Remarks.
- - -	- - -	- - -	- - -	No Casualties reported in January.
ster Reef, off Akyab - -	Struck on the Reef at night, and sunk, after getting off, in 8 fathoms water.	Saved.		
aul Kadro Rocks, Malabar Coast, ear Bombay, 7 miles South, 17° East, rom Kenery Island.	Tried by a Marine Court, Result not known.	Saved -	Saved.	
davelle Sea Beach - -	Officer of the Watch supposed to be asleep, and the vessel deliberately sailed on to the beach.	Saved -	Part saved.	
Coral Reefs South of Great Carimon sland.	Strong currents setting Southwards.	Saved -	Lost.	
he Maulmain River - - -	Struck on the rocks when working down with light variable winds.	Saved -	Saved.	
uada Reef - - - - -	Not known - - -	Saved -	Lost -	This is a most imperfect return. She was a small steamer, and was believed to be trying to make the forbidden passage north of the reef.
given - - - - -	Sunk - - -	Saved -	Lost -	A very imperfect report made from Tavey. It is supposed she was lost somewhere in the Mergui Archipelago.
miles West of Callagouk - -	Sunk during a Cyclone -	One lost -	Lost -	In the Maulmain Report for May it is stated that another vessel was lost off the Moscos, but no authentic intelligence had reached the Commissioners.
known - - - - -	Eddy tide or flood -	Saved -	Part lost.	
th of Borrabulling - - -	Leaky - - -	Saved -	Lost.	
he entrance of Jeytapore Harbour -	Particulars not received -	12 lost -	Unknown.	
m's Bridge, Head of the Gulf of anaar.	Mismanagement and incompetency of Commander.	Saved.		
th-east Prong S.S. West of Lighthouse 1½ miles.	Ran on shore - -	Saved -	Saved.	
he beach, Candy Rocks, Walkeshwur ay, Bombay Harbour.	Dismasted at sea; unmanageable, and grounded on rocks.	Several lost	Lost.	
alli Reef - - -	Gale of wind - - -	Saved -	Part saved.	
ul Kadro Reef, South of Kenery land.	Result of inquiry not given -	Saved -	Lost.	
a mile North of Colaba Fort -	Result of inquiry not given -	Saved -	Saved.	
ba Reef - - - -	Miscalculation of position, and want of proper use of the lead.	Saved -	Lost -	Master's Certificate suspended for 12 months.
ls North of Arracan River -	Result of investigation not known.	Saved -	Part saved.	
k at North-west extremity of the Island of Cheduba.	Sprang a leak, and was driven out of her course; anchored, and cables parted.	Saved -	Saved.	

WRECKS which occurred on the Coasts of BRITISH INDIA including BRITISH BURMA

Date of Wreck.	Government or Administration reporting.	Name of Vessel.	Flag of Vessel.	Tonnage of Vessel.	Whither bound.	Whence bound.	Cargo.
August	Bombay	"Themis"	British	801	Aden	Shields	Coals
		"Die Vernon"	British	999	Bombay	Liverpool	General
September	Madras	"Rajpoot"	British	1,333	Calcutta	London	General
	Bengal	"Felix"	French	351	Galle	Chittagong	Ballast
October	Madras	"Belgravia"	British	895	Reunion *via* Coconda	Pondicherry	A few Packages of Merchandise and 180 Coolies with their Stores.
	Bengal	"Moulmeeneah"	British	135	Balasore	Coringa	Salt
		"Gem"	British	252	Columbo	Chittagong	Ballast and some Coir
November	Ceylon	"Coucordia"	British	57	Ballagum	Trincomallee	Salt and Sundries
	British Burma	Kattoo "Shoey-bone Hla."	British	43	Nicobars	Mergui	General
December	Madras	"Monitor"	British	515	Bombay	Singapore	Coffee, Sugar, Sago, and Railway Sleepers, &c., Estimated Value, Rs. 75,000.
	British Burma	Burmese Kattoo	British	25	Rangoon	Tavoy	Sundries

WRECKS which occurred on the Coasts of BRITISH INDIA, includin

January	Madras	"Glenforth"	British	733	Negapatam	Sunderland	Railway Material (valu Rs. 88,000).
February	Madras	"Sahool Hamed"	British	157	Madras	Bimlipatam	Grain (value Rs. 17,418).
March	Bengal	"Urno Porna Prosaud"	British	83	Orissa	Calcutta	Rice, 800 Bags
April	Madras	"Abel Tasman"	Dutch	624	Liverpool	Bombay	Cotton, Wool, and Sundries.
	Bengal	"Donardun Prosaud"	British	80	Balasore	Dhamrah	Rice, 1,200 Bags (valu Rs. 7,200).
May	Burma	"Conqueror"	British	769	Chittagong	Liverpool	Salt
	Ceylon	"Vathanayagi"	British	35	Negapatam	Ceylon	Gunny Bags and Firewoo
	Madras	"Tar"	British	244	Cocanada	Bimlipatam	None
	Burma	"Kyanthagyee"	British	86	Maulmain	Nicobars	35,000 Cocoanuts an 4,000 Viss Copper.
June	Burma	"Northland"	British	938	Madras	Maulmain	Timber
	Burma	"Wizard King"	American	1,128	United Kingdom	Maulmain	Timber
	Bengal	"Suttalingum"	British	150	Nagore	Maulmain	Grain valued at Rs. 10,0

the STRAITS SETTLEMENTS during the year 1866.—*continued.*

Where lost.	Cause of Wreck, when traceable.	Lives saved or lost.	Cargo saved or lost.	Remarks.
les South of Alebough - -	Result of inquiry not given -	Saved -	Saved.	
off Kolaba Fort, Kenery Island, by W. $\frac{1}{4}$ W.	Result of inquiry not given -	3 lost -	Saved part.	
iles West of Nursapore - -	Result of inquiry uot given -	Saved -	Saved.	
bank South of Sundeep Island, la- ude of mouth of Chittagong River.	Ignorance of position - -	4 lost.		
t of Bendamoor Lunka to the South Point Gardeware.	Result of inquiry not given -	Saved -	Saved.	
of Balasore - - -	Strong wind - - -	Saved -	Lost.	
2′ by 91° 23′ - - -	Result of inquiry not given -	15 lost -	Lost.	
t position not known - -	Struck on a rock - -	Saved -	Part saved.	
Island, Tavoy Point - -	- - - -	Saved -	Lost.	
ue Rocks of Tangacheong off Quilon	Neglect of the lead, and hug- ging the land too closely.	Saved -	Part lost.	
rn Sand, mouth of Rangoon River -	- - - -	Saved -	Lost.	

ISH BURMA and the STRAITS SETTLEMENTS, during the year 1867.

e Negapatam beach - -	Sprung a leak - -	Saved -	Part saved -	She was ordered to be beached to save her from foundering.
patam roads - - -	Sprung a leak - -	Saved -	Lost.	
lered at Sandheads, within 6 miles East Channel Light.	Sprung a leak - -	4 saved -	Lost.	
gore Reef - - -	Drifted by current - -	Saved -	Lost.	
rah River - - -	Encountered bad weather and became leaky.	Saved -	Lost.	
loned at Sea, 5° 11½″ North itude, 82° East Longitude.	Sprung a leak - -	Saved -	Lost.	
Reef and rocks between the nds of Arglatoor and Elakatoor.	Driven from her anchorage in a squall.	Saved -	Lost.	
apatam beach - - -	Parted from her anchor -	Saved.		
uns Island - - -	Water-logged - -	Saved -	Lost.	
e Sands East of Long Island -	Dragged from her anchorage and drifted on to the sands.	Saved -	Saved.	
n Sands - - -	Grounded while attempting to get into fishing village for anchorage.	Saved -	Saved.	
at a distance of 1 mile from the ch entrance Buoy, Balasore.	Sprung a leak, and encountered bad weather.	Saved -	Lost.	

WRECKS which occurred on the Coasts of BRITISH INDIA including BRITISH BURM

Date of Wreck.	Government or Administration reporting.	Name of Vessel.	Flag of Vessel.	Tonnage of Vessel.	Whither bound.	Whence bound.	Cargo.
June–*cont.*	Andamans	"Pleiades"	British	-	Calcutta	Penang	Timber
	Madras	Steamer "Sacramento"	American	1,367	Cocanada	Madras	No Cargo
	Bombay	"Bombay"	British	1,404	Liverpool	Bombay	Sundries
July	Bombay	"Tirzah"	British	1,506	Bombay	N.S. Wales	Coals
August	Bombay	"Merchant Prince"	British	1,745	Bombay	Greenock	Coals
	Bombay	"Arabistan"	British	982	Bombay	Calcutta	General
September	Andamans	"Nineveh"	British	120	Rangoon	Madras	Cocoanuts and Cocoanut oil.
	Madras	"Douglas"	British	303	Madras	Coconada	Sundries
	Madras	"Mercia"	British	596	London	Calingapatam	Cotton and Rice, &c.
	Madras	"Eliza Bencke"	British	983	London	Calingapatam	Cotton and Rice, val Rs. 1.35.240.
	Madras	"Stree Vencataswerloo"	British	159	To Dock in Calingapatam River.	Calingapatam	Bamboo Mats, Rs. 25
	Madras	"Streenavasaloo"	British	76	Balasore	Calingapatam	Ballast
	Madras	"Dyrakee Dowlut Cauder Bux."	British	112	Munsoor Cottah	Sonupore	Copper, &c., Rs. 500
	Madras	"Gallant Neill"	British	244	Madras	Vizagapatam	1,500 Bags, Grain
	Madras	"Maha Letchmy"	British	130	Calingapatam	Bimlipatam	None
October	Andamans	"Fuzel Rohoman"	Arab	-	Calcutta	Jedda	Salt
November	Bengal	"Mercury"	British	175	Tug Steamer	-	None
	Bengal	"Atlas"	British	409	Tug Steamer	-	None
	Bengal	"Interloper"	British	191	Tug Steamer	-	None
	Bengal	"Thunder"	British	593	Calcutta	China	Silk and Treasure
	Bengal	"Hope"	British	200	Floating Light on Eastern Channel.	-	None
	Bengal	"Charlotte"	British	175	Despatch Vessel.	-	None
	Bengal	A ship, name unknown	-	-	-	-	Unknown
	Andamans	"Feroze Shah"	British	812	Penang	Carical	Salt and Sundries
	Ceylon	"Supermania Puravey"	British	108	Colombo	Trincomalee	Timber

No wrecks reported for December.

STRAITS SETTLEMENTS during the year 1867—*continued.*

Where lost.	Cause of Wreck, when traceable.	Lives saved or lost.	Cargo saved or lost.	Remarks
miles East of Sandfall Island -	Squally weather - -	Saved -	Lost.	
at the mouth of Kothapaulem , 16 miles south of Hope Island thouse.	Ran on a shoal not marked on the Chart, in hazy weather.	Saved -	- - -	United States Gun Boat.
ıh shoal - - -	Parted from her anchor -	Saved -	Saved.	
e south end of Onderie Reef, miles south-east of Kenery Island.	Mistaking the new lighthouse for outer light ship.	7 lost -	Lost.	
rn end of Choul Cadoo - -	Mistaking the new lighthouse for the Colabar light.	Saved -	Part saved.	
west Prong - - -	Squally weather - -	Saved -	Part saved.	
west end of North Sentinel -	Stormy weather - -	15 lost -	Lost.	
breach at Neelaravoo Cocanada, tude 16° 31′ N., East Longitude 15′.	Not using the lead - -	4 lost -	Part saved.	
ne beach 300 yards E.N.E. of ngapatam flag-staff.	Cyclone - - -	Saved.		
f Rocks extending from Calinga- m Point.	Cyclone - - -	14 lost.		
apatam beach - - -	Cyclone - -	Saved -	Lost.	
he beach right of Calingaptam nt.	Cyclone - - -	Saved.		
e beach near the Mouth of Poondy er.	Cyclone - - -	Saved -	Part lost.	
Valtair - - - -	Cyclone - - -	Saved -	Lost.	
Valtair Point - - -	Cyclone - - -	Saved.		
andfall Island, Adamans - -	Foundered - - -	Saved -	Lost.	
heads - - - -	Cyclone - - -	Saved.		
lleton Sands - - -	Cyclone - -	Saved.		
lleton Sands - - -	Cyclone - - -	Saved.		
nown - - - -	Cyclone - - -	Lost -	Lost -	Steamer.
nown - - - -	Cyclone - - -	Lost -	- - -	Government Vessels.
Grappler's Sand in Mutla - -	Cyclone - - -	3 saved -	- - -	Government Vessels.
ward of Eastern Channel Light -	Cyclone - - -	- - -	- - -	Masts only are visible.
a bank 2 miles South by East of uth Brother Island.	Disabled state of the vessel -	9 lost -	Lost.	
Foul Point - - -	Strong current and rough sea -	Saved -	Lost.	

APPENDIX (B.)

REGISTER OF WRECKS, &c. which occurred on the Coasts of NEW SOUTH WALES, during the year 1868.

Date.		Vessel.	Tonnage.	Master.	Owner.	No. of Crew and Passengers.	No. of Lives lost.	Description and Value of Property lent.	Particulars of Casualty.
1868. January -	1	LUCYNDER, Cutter - -	12	Smith - -	Smith - -	3	Nil.	General Cargo - -	Stranded on a point of sunken rock inside the bar of Sandon River, about 25 miles South of the Clarence Heads.
	18	LIGHTNING, Ketch - -	38	Craig - -	Craig - -	4	Nil.	Cargo of Timber - -	Run into by the Steam Ship "Lady Bowen" at night, in fine weather, and sank about six miles S.W. of Seal Rock Point.
February	5	FERRARA, Schooner -	50	Rice - -	Rice and Hezlet -	4	Nil.	General Cargo. Valued at £1,200; Insurance, £600.	Sprung a leak, supposed to have started a butt, and went down off Port Stephen's Lighthouse, bearing North about 8 miles, in fine weather.
	8	MOUNTAIN MAID, Schooner	52	T. Chapman -	E. Campbell -	5	1	Cargo of Coals. Insured, £300.	Lost off Long Reef, to the southward of Broken Bay, during a S.E. gale.
	,,	WAVE, Brig - - -	195	Garson -	Owners in Melbourne	9	9	Cargo of Coals - -	Stranded about 3 miles north of Terrigal Boat Harbour, during a S.E. gale.
	16	KELLERMONT, Brigantine -	200	Hamilton -	R. Doysdale	7	Nil.	Cargo of Coals. Insured -	Went on shore in Broken Bay, and became a total wreck during a S.E. gale.
	,,	CHELYDRA, Barque -	300	Lowe - -	Lowe - - -	9	1	In ballast - -	Run on shore to save life ¼ mile from Port Stephens, during a S.E. gale.
	,,	ESPERANZA, Brig - -	133	Baker - -	Owners in Melbourne	11	10	Cargo of Coals - -	Parted her anchors and foundered during a S.E. gale, to the leeward of Bird Island.
	,,	WOODLARK, Brig - -	237	McClements -	McClements -	8	Nil.	Cargo of Timber. Insured £1,200.	Run on shore during a S.E. gale, about 8 miles South of Seal Rocks.
	15	RAVEN, Schooner - -	114	Wilkinson -	Metcalf - -	8	Nil.	In ballast. Insured -	Run on shore about 2 miles South of Crowdy Head, during a S.E. gale.
	,,	CHEETAH, Schooner -	120	Birch - -	C. Levi - -	7	7	In ballast. Insured -	Went on shore 3 miles North of Crowdy Head during a S.E. gale.
	,,	ABBEY, Schooner - -	90	Phillips -	Phillips - -	6	Nil.	In ballast. Insured -	Went on shore 3 miles North of Crowdy Head during a S.E. gale.
	,,	SALAMANDER, Schooner -	79	Murphy -	Manson of Brisbane -	7	Nil.	Cargo of Maize - -	Beached to save life at the extreme end of Stradbroke Island, during

	„	Gratia, Brig - -	186	Riley - -	Broomfield Whittaker	7	7	Cargo of Produce - -	Foundered about 5 miles North of Cape Hawk, during an easterly gale.
	„	Barwon, Schooner -	56	Hanson - -	Verge - -	5	5	Cargo of Produce - -	Supposed to have foundered during an easterly gale.
March -	30	Helen S. Page, Barque -	217	Evans - -	Evans - -	11	Nil.	Insured £800 - -	Went on shore in the bight at Newcastle, during a S.E. gale.
June -	4	Black Swan, Steamer -	48	Hersee - -	Mort - -	21	Nil.	General Cargo of Produce partly insured.	Struck on the bar at the Manning and became a total wreck, in moderate weather.
	12	May Queen, Schooner -	69	Kendall -	Booth - -	5	Nil.	In ballast - - -	Drifted on to the south spit inside the Manning River bar, and became a total wreck, in fine weather.
	30	Henry Edward, Schooner	70	Cleeves -	Speer - -	5	Nil.	Cargo of Coals. Insured £400.	Came into collision with Steam Collier "Bordwan" in the night time, during fine weather, off Port Hacking, and sank within an hour; the crew saving themselves in the boats.
July -	30	Nambuera, Schooner -	54	Nicholas -	Cox Brothers -	4	Nil.	General Cargo. Partially Insured.	Missed stays and went on shore, stern first, in working over the bar at the Manning River.
	31	Jane, Schooner - -	62	Willington -	Willington - -	5	Nil.	General Cargo. Partially Insured.	Missed stays and went on shore, stern first, after crossing the bar at the Manning River.
	„	Annie D., Schooner -	75	Wilson - -	D. C. Dalglish -	6	6	General Cargo. Partially Insured.	Left Sydney for the Richmond River; never afterwards heard of.
November	9	City of Sydney, Schooner	89	Corbett - -	Campbell - -	6	6	Cargo of Maize. Insured £850.	Went on shore on the north spit in trying to work over the bar at the Clarence River Heads, during a southerly wind.
	20	Chippewa, Ketch - -	26	Stephens -	Stephens - -	4	4	General Cargo - -	Struck on a rock, and sunk in rounding Crookham Heads, near Shoalhaven.
	„	Traveller, Ketch - -	15	Mitchell -	Mitchell - -	3	3	Cargo of Shells - -	Went on shore in attempting to cross the bar at Brisbane Water.
	24	Elizabeth, Schooner -	60	Coode - -	Miller, of Brisbane -	5	5	Cargo of Timber - -	Supposed to have upset in a squall; wreck found near Bulli.
December	12	Nowra, Schooner - -	33	Tracey - -	Wm. Speer -	4	Nil.	In ballast. Insured -	Drifted on the rocks at the point of the breakwater at Wollongong.

Francis Hixson,
Superintendent of Pilots, &c.

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For Her Majesty's Stationery Office.

PILOTAGE.

A RETURN,

(For the Year ending 31 December 1868:)

— 1. —

"Of all BYE-LAWS, REGULATIONS, ORDERS, or ORDINANCES relating to PILOTS or PILOTAGE for the Time being in force, issued by the respective Pilotage Authorities in the United Kingdom:"

— 2. —

"Of the NAMES and AGES of the PILOTS or APPRENTICES licensed or authorised to act by the respective Pilotage Authorities, and of all PILOTS or APPRENTICES acting either mediately or immediately under such Authorities, whether so licensed or authorised or not:"

— 3. —

"Of the Service for which each PILOT or APPRENTICE is licensed:"

— 4. —

"Of the RATES of PILOTAGE for the Time being in force at the Ports under the Jurisdiction of the respective Pilotage Authorities, including therein the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage:"

— 5. —

"Of the TOTAL AMOUNT received for PILOTAGE at the respective Ports aforesaid; distinguishing the several Amounts received from British Ships and from Foreign Ships respectively, and the several Amounts received in respect of different Classes of Ships paying different Rates of Pilotage, according to the Scale of such Rates for the Time being in force, and the several Amounts received for the several Classes of Service rendered by Pilots; and also the Amount paid by such Ships (if any) as have, before reaching the Outer Limits of Pilotage Water if Outward bound, or their Port of Destination if Inward bound, to take or pay for Two or more Pilots, whether licensed by the same or by different Pilotage Authorities; together with the Numbers of the Ships of each of the several Classes paying such several Amounts as aforesaid:"

— 6. —

"Of the RECEIPT and EXPENDITURE of all MONIES (if any) received by or on behalf of the respective Pilotage Authorities aforesaid, or by or on behalf of any Sub-Commissioners appointed by them, in respect of Pilots or Pilotage."

In continuation of Parliamentary Paper, No. 251 *of* 1868.

(PRESENTED PURSUANT TO ACT OF PARLIAMENT.)

Ordered, by The House of Commons, *to be Printed,*
30 *April* 1869.

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RETURNS

RELATING TO

PILOTS AND PILOTAGE.

ENGLAND AND WALES.

PORT OF ARUNDEL.

RULES, &c., NAMES of PILOTS, and RATES of PILOTAGE.

See p. 68 of Parl. Paper, No. 408 of 1867.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSEL.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.				Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.			No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.				£. s. d.		£. s. d.		£. s. d.
Harbour (Littlehampton)	65	49 13 1	29	28 6 –	- - nil - -		8	3 18 3	7	7 1 10	109	88 19 2
Ford and beyond Ford -	10	9 12 10	9	9 4 1	- - nil - -		2	– 12 2	1	– 15 11	22	20 5 –
TOTAL - - -	75	59 5 11	38	37 10 1	- - nil - -		10	4 10 5	8	7 17 9	131	109 4 2

(2.)—OUTWARDS.

ur (Littlehampton) to Sea	61	48 6 6	29	28 5 5	- - nil - -		8	3 18 3	6	4 4 3	104	84 14 5
nd beyond Ford to Sea -	10	9 12 8	8	7 8 5	- - nil - -		2	– 12 2	1	– 15 11	21	18 9 2
TOTAL - - -	71	57 19 2	37	35 13 10	- - nil - -		10	4 10 5	7	5 – 2	125	103 3 7

Note.—The Pilots receive their own fees, keep their own boats, &c.

nuary 1869.

Richard Holmes, Clerk.

PORT OF BERWICK.

BYE-LAWS.

See p. 69 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

Omit the name of James Wood, junior; and add the names of Robert Ainslie, aged 31; Thomas Young, aged 35; James Burger, aged 46; John Patterson, aged 50; and John Swinney, aged 40.

RATES of PILOTAGE.

See p. 69 of Parl. Paper, No. 408 of 1867.

AMOUNT received for PILOTAGE of VESSELS in 1867.

Pilotage not compulsory; no record kept.

ACCOUNT of MONIES Received and Expended.

	£.	s.	d.
To amount of fees received from applicants for licenses and certificates - - - -	1	7	6
By amount paid for salaries of secretary, clerk, and other officers - - - - -	1	7	6

28 January 1869. *J. Wight*, Collector.

PORT OF BLAKENEY, OR CLAY.

BYE-LAWS and RATES of PILOTAGE.

See pp. 103 and 104 of Parl. Paper, No. 516 of 1855.

NAMES of PILOTS.

See p. 79 of Parl. Paper, No. 408 of 1867. Omit the name of F. Cushing.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Not Towed by Steam. Amount.	Towed by Steam. No.	Towed by Steam. Amount.	FOREIGN VESSELS.	TOTALS. No.	TOTALS. Amount.
		£. s. d.		£. s. d.			£. s. d.
From Sea to Blakeney - - - - -	47	23 - -	95	56 5 -	- - - nil - - -	142	79 5 -

(2.)—OUTWARDS.

From Blakeney to Sea - - - - -	84	28 1 7	44	23 7 -	- - - nil - - -	128	51 8 7

30 January 1869. *R. C. Wells*, Clerk.

PORT OF BOSTON.

ORDERS, RULES, AND BYE-LAWS.

See p. 69 of Parl. Paper, No. 408 of 1867.

RATES of PILOTAGE.

See p. 70 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

See p. 3 of Parl. Paper, No. 251 of 1868. Omit the name of Francis Thomas Munkman.

e Pilots Hackford, Reed, and Gray do not act as such at the present time, but they are allowed to retain their license; they are masters of vessels.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	About	£. s. d.	About	£. s. d.	About	£. s. d.	About	£. s. d.
ligh Horn to Boston (11 miles) -	201	100 6 9	9	7 17 6	27	40 10 –	237	148 14 3

(2).—OUTWARDS.

	About		About		About		About	
oston to High Horn (11 miles) -	129	53 3 9	11	9 12 6	27	20 5 –	167	83 1 3

.—No account can be given as regards the vessels towed by steam, as the Steam Towing Company render no account to the Pilot Commissioners.

ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
ance brought from last account - -	232 4 5	By amount paid for salaries of clerk and other officers - - - - - - - -	55 11 –
ount of fees received from applicants for enses and certificates - - - - -	– 15 –	By amount paid for or in respect of pilot boats, buoys, &c. - - - - -	38 18 –
ss amount received { Inward pilotage -	148 14 3	By amount paid for jetty work - - -	127 10 –
- - - - { Outward pilotage -	83 1 3	By amount paid to pilots for taking care of pilot sloop, and lighting the swing light on board the sloop, for the year ending 28th November 1867 - - - - -	6 6 –
ount received from other sources, viz.:		By amount paid for licenses and certificates -	– 15 –
£. s. d.		By amount paid to pilots for piloting ships trading to and from this port, for the year ending 31st December 1868 - - -	231 15 6
stwise, coal, 10,127 chal. at 1 *d.* 42 3 11		By sundry other expenses - - - -	11 4 –
itto, goods, 22,758 tons, at 1 *d.* 94 16 6			471 19 6
32,885	137 – 5	By balance carried to next account - -	129 15 10
£.	601 15 4	£.	601 15 4

May 1869. *George York*, Clerk.

PORT OF BRISTOL.

BYE-LAWS AND RATES OF PILOTAGE. *See* p. 71 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

Thomas Ellis -	aged 34	William H. Gilmore	aged 38	John G. Gilmore -	aged 55	William Reed -	aged
Alfred Chesenell -	33	Alfred C. Bailey -	34	James D. Hall -	46	John R. Reed -	
James E. Dickens -	34	Edwin Carey -	35	John S. Bailey -	45	William Preston -	
William Dickens -	59	George Craddy -	46	John Carey -	36	John Percival -	
Charles Case -	38	William Ray -	39	Charles Adams -	54	William Thomas, sen. -	
William Rowland -	45	Joseph Brown -	61	John Dickens -	55	James Buck -	
James Mitchell -	45	William Poole -	55	James Shepherd -	63	William Mansfield -	
Edward Caseley -	39	Thomas Vowles -	44	John Scarrett -	51	Robert Stenner -	
John Gilmore -	50	Joseph H. Buck -	47	George Carey -	40	George Rumney, sen.	
William Thomas, jun.	40	John Smith -	43	Alfred Ray -	35	Samuel Shepherd -	
Charles Porter -	41	John Adams -	42	John Thomas -	52		
Thomas B. Hazell -	51	Samuel Buck -	42	Thomas Carey -	42	George Somers -	
Joseph S. Tippett -	45	Samuel S. Bailey -	34	George Rumney, jun.	45	William Selway -	
John Pains -	41	Edward Bullock -	50	George Reed -	48	Edward Craddy -	
Richard Case -	38	Charles Marshall -	52	William G. Bailey -	38	James W. Buck -	
Edward Comerford -	41	George Buck -	51	Joseph Rowles -	51	Samuel Humphries -	

There are no apprentices to the pilots at this present time.

AMOUNT received for PITOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.			FOREIGN VESSELS.			TOTALS.		
	COASTERS.*	OVERSEA.							
		No.	Amount.		No.	Amount.		No.	Amount.
			£. s. d.			£. s. d.			£. s. d.
From Lundy to Swansea District -	nil	8	34 3 –		11	46 11 –		19	80 14 –
From Lundy to Bridgwater District	–	1	4 10 6		1	5 8 –		2	9 18 6
From Lundy to Cardiff District -	–	17	104 11 6		36	199 13 6		53	304 5 –
From Lundy to Newport District	–	5	35 11 –		6	44 3 –		11	79 14 –
From Lundy to Kingroad -	–	49	315 7 –		66	393 8 –		115	708 15 –
From Lundy to Cumberland Basin	–	336	2,663 – 9		257	2,204 6 6		593	4,867 7 3
From Coombe to Cardiff District -	–	2	8 3 –		–	– – –		2	8 3 –
From Coombe to Newport District	–	1	5 15 –		–	– – –		1	5 15 –
From Coombe to Kingroad -	–	3	10 18 –		–	– – –		3	10 18 –
From Coombe to Cumberland Basin	–	31	180 17 –		10	64 – –		41	244 17 –
From Minehead to Kingroad -	–	1	2 5 –		–	– – –		1	2 5 –
From Minehead to Cumberland Basin	–	35	129 6 3		16	67 8 6		51	196 14 9
From Holmes to Cumberland Basin	–	48	134 11 9		25	59 1 –		73	193 12 9
From Kingroad to Cumberland Basin	–	109	163 4 –		–	– – –		109	163 4 –
From Lundy to Bideford District -	–	–	– – –		52	74 14 9		52	74 14 9
TOTAL - - -	nil	646	3,792 3 9		480	3,158 14 3		1,126	6,950 18 –

(2.)—OUTWARDS.

From Cumberland Basin to Kingroad -	nil	178	293 1 9	48	67 8 9	226	360 10 6
From Cumberland Basin to Newport District	–	42	170 19 6	23	75 15 –	65	246 14 6
From Cumberland Basin to Cardiff District -	–	128	467 7 6	151	547 9 7	279	1,014 17 1
From Cumberland Basin to Swansea District -	–	13	79 10 –	7	49 16 9	20	129 6 9
From Cumberland Basin to Lundy -	–	122	904 8 4	79	674 8 –	201	1,578 16 4
From Kingroad to Cardiff District	–	2	2 6 –	–	– – –	2	2 6 –
From Kingroad to Lundy -	–	–	– – –	2	11 17 –	2	11 17 –
From Newport District to Lundy -	–	–	– – –	1	8 12 –	1	8 12 –
From Cardiff District to Lundy -	–	2	14 7 –	5	17 12 6	7	31 19 6
From Cumberland Basin to Bideford -	–	2	14 – –	–	– – –	2	14 – –
TOTAL - - -	nil	489	1,946 – 1	316	1,452 19 7	805	3,398 19 8

* The Coasting and Irish Trade free of Pilotage; and vessels under 80 tons are optional.

Note.—All vessels are towed by steam from Kingroad to Cumberland Basin; no deduction of Pilotage in consequence.

		£. s. d.	£. s. d.
Gross Amount of Pilotage for the year 1868 - - - - -	Inwards - -	6,950 18 –	
	Outwards - -	3,398 19 8	
	Gross Receipts - - - £.		10,349 17 8
Deduct,—Expenses paid by Pilots in Wages - - - - -	Inwards - -	2,794 2 6	
	Outwards - -	1,485 2 3	
			4,279 4 9
	Net Receipts - - - £.		6,070 12 11

Shirehampton, 1 February 1869.

John Drew, Haven Master.

PORT OF CARDIFF.

BYE-LAWS.

See p. 75 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

See p. 5 of Parl. Paper, No. 251 of 1868.

AMOUNT received for PILOTAGE of VESSELS (INWARDS and OUTWARDS) in 1868.

DISTANCES for which PILOTED.	No.	Amount.
		£. s. d.
BRITISH VESSELS:		
From Bute Docks to Cardiff Roads	2,132	5,116 10 –
From Bute Docks to Nash Point	696	1,069 7 6
From Bute Docks to Ilfracombe	94	314 17 6
From Bute Docks to Lundy	328	1,688 10 8
From Bute Docks to Sundries	195	223 7 10
FOREIGN VESSELS:		
From Bute Docks to Cardiff Roads	1,848	3,642 4 6
From Bute Docks to Nash Point	278	363 17 6
From Bute Docks to Ilfracombe	172	417 – 6
From Bute Docks to Lundy	495	1,973 4 11
From Bute Docks to Sundries	188	265 – 10
TOTAL	6,426	15,074 1 9

The charges of In and Out Dock are always made in one amount, and not separate. Foreign vessels same charge as English.

ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
lance brought from last account	1,773 16 8	By amount paid for salaries of secretary, clerk, and other officers	250 – –
nount of fees received from applicants for nses and certificates	51 19 6	By amount paid for rent of offices, &c.	128 3 2
oss amount received { Inward pilotage / Outward pilotage }	14,585 13 1	By amount paid pilots	14,235 17 11
		By gratuities	20 – –
nount received for extra days and tides	488 8 8	By balance carried to next account	2,319 14 1
nount received for interest	53 17 3		
£.	16,953 15 2	£.	16,953 15 2

26 January 1869. *Jenkin Jones*, Clerk.

PORT OF CLAY.

See Blakeney.

PORT OF CHESTER.

No Return received.

PORT OF DOUGLAS, ISLE OF MAN.

BYE-LAWS, &c.

See p. 79 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

See p. 6 of Parl. Paper, No. 251 of 1868. Omit the names of William Bridson and George Brooks.

RATES of PILOTAGE.

See p. 80 of Parl. Paper, No. 408 of 1867.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
COASTERS.							
Not Towed by Steam.		OVERSEA.					
No.	Amount.			No.	Amount.	No.	Amount.
	£. s. d.				£. s. d.		£. s. d.
9	7 19 6	- - nil - -		6	6 - -	15	13 19 6

(2.)—OUTWARDS.

5	4 3 6	- - nil - -	6	4 17 -	11	9 - 6

29 January 1869. *John Clague*, Harbour Master.

PORT OF GLOUCESTER.

BYE-LAWS, &c.

See p. 80 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

William Matthews - -	aged 58	George Morgan - - -	aged 44
Daniel Smith - - - -	62	George Williams - - - -	38
Thomas Addle - - - -	53	William Bruton, jun. - - -	45
William Bruton, sen. - - -	63	William Smith - - - -	35
William Thomas Price - - -	58	Thomas Price - - - -	34
John Everett - - - -	62	Albert John Everett - - -	30
William Price, jun. - - -	37	Charles Smith - - - -	32
Henry Samuel Smith - - -	46	Henry Smart - - - -	30
James Pick - - - - -	51	Thomas Hill - - - -	26
James Smith - - - -	52		

Limits of License:—That portion of the Bristol Channel which lies eastward of Lundy Island, including the River Severn, to the City of Gloucester, and the River Wye to Chepstow Bridge.

NAMES of APPRENTICES.

William Everett - - -	aged 22	James Pick, jun. - - - -	aged 21
Thomas James Williams - - -	19	Henry Mills - - - - -	20
Henry Price - - - - -	23	Robert James Shadrack Smith - -	17

The Pilotage is not compulsory.

PORT OF GLOUCESTER—*continued.*

RATES of PILOTAGE.

See p. 82 of Parl. Paper, No. 408 of 1867.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

ANCES t which OTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£ s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
mes to Sharp-	7	18 2 6	1	3 2 6	12	33 – –	35	114 14 4½	–	– – –	–	– – –	19	48 5 6	41	122 11 10½	115	339 16 9
road to Sharp-	427	590 12 8	32	45 11 11	50	92 4 –	150	391 15 3	–	– – –	1	1 17 6	73	137 8 –	186	461 17 4½	919	1,721 6 8½
n to Sharpness	1	3 10 –	2	7 5 –	2	6 10 –	28	127 16 4½	1	1 10 –	–	– – –	4	16 5 –	43	223 3 7½	81	386 – –
dy to Sharp-	–	– – –	–	– – –	–	– – –	2	9 12 6	–	– – –	–	– – –	1	34 5 7½	13	49 8 9	16	93 6 10½
TOTAL - - -	435	612 5 2	35	55 19 5	64	131 14 –	215	643 18 6	1	1 10 –	1	1 17 6	97	236 4 1½	283	857 1 7½	1,131	2,540 10 4

(2.)—OUTWARDS.

rpness to King-	342	414 8 9	226	293 19 2½	14	24 4 6	21	36 17 3	11	20 17 8½	103	141 7 3½	9	16 13 7½	14	21 11 6	740	969 19 10
Sharpness to	2	5 2 6	117	357 4 5½	–	– – –	10	37 8 –	3	17 18 4½	172	451 13 6	4	17 13 –	29	77 9 9	337	964 9 7
rpness to Nash	–	– – –	1	4 8 6	1	1 – –	4	19 2 7½	1	– 17 6	–	– – –	–	– – –	20	84 9 4½	27	109 18 –
Sharpness to	–	– – –	5	27 10 3	–	– – –	3	27 16 10½	–	5 8 6	1	– – –	1	3 10 –	10	58 9 7½	20	122 15 3
TOTAL - - -	344	419 11 3	349	683 2 5	15	25 4 6	38	121 4 9	15	45 2 1	276	593 – 9½	14	37 16 7½	73	242 – 3	1,124	2,167 2 8

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
ance brought from last account - -	165 16 9	By amount paid for salaries of secretary, clerk, and other officers - - - - -	96 10 –
ount of fees received from applicants licenses and certificates - - -	24 3 –	By amount paid for pensions or superannuations fund for 1869 - - - - -	42 5 –
ount received for fines and forfeitures -	2 – –	By amount paid pilots for attendance at Board meetings - - - - - - - -	1 6 –
oss amount received { Inward pilotage - / Outward pilotage } - - - - -	235 8 2	By amount paid for expenses of survey - -	26 5 10
		By amount paid for stationery - - -	3 16 4
		By legal expenses - - - - -	17 17 8
ount received from vessels during the - - - - - - - - - -	49 3 6	By postages - - - - - - -	1 – –
erest allowed by bank - - -	– 7 2	By amount paid for work at Sheppardine and Hayward Rock - - - - -	1 5 –
		By amount paid for cheque book - - -	– 2 6
ount invested in Consols by Commissers above balance in hand - - -	– – 5	By amount invested in Consols in the names of the Commissioners - - - - -	165 17 2
		By balance carried to next account - -	120 13 6
£.	476 19 –	£.	476 19 –

9 May 1868.

Philip Cooke, Secretary.

PORT OF HARTLEPOOL.

BYE-LAWS.

See p. 161 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

See p. 161 of Parl. Paper, No. 408 of 1867. Omit the names of Richard Pounder (1), H. C. Hood, and William Horsley. Jonathan Pounder's license has been restored to him.

Names of Persons holding Acting Orders.

John Pounder - aged 31	Michael Chambers aged 29	William Kilbride Pounder - aged 27	*Limits:* To pilot vessels not exceeding 160 tons register into and out of the harbour within the port of Hartlepool.
James Harley - - 32	Francis Spence - - 28	Thomas Pounder Metcalf 26	
George William Womplney, 32	George Davison - - 28	Robert Joseph Stonar - 26	
George Heron Horsley - 32	Thomas Watt - - 27		

There are no pilots' apprentices within the jurisdiction of the Commissioners.

RATES of PILOTAGE.

See p. 163 of Parl. Paper, No. 408 of 1867.

AMOUNT received for Pilotage of Vessels in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS. Towed by Steam.		OVERSEA. Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From the German Ocean to the Harbours within the Port of Hartlepool.	2,406	1,339 10 3	633	513 2 7½	1,048	691 16 10½	4,137	2,544 9 9

(2.)—OUTWARDS.

From the Harbours within the Port of Hartlepool to the German Ocean.	2,167	1,885 12 2	697	670 2 6	767	626 17 -½	3,631	3,182 11 8

Note.—Towage dues are payable by all vessels using either harbour.

ACCOUNT of all Monies received and expended by the Hartlepool Pilotage Commissioners.

Dr.	£. s. d.	*Cr.*	£. s. d.
1868:		1868:	
3 Feb. By Balance due Commissioners, as per audit, 1866–67 - - -	651 1 5	10 Feb. To R. Hodgson's pension, to this date - - - -	1 10 -
		10 Feb. „ T. Watt's pension, to this date - - - - -	1 10 -
		23 Mar. „ Stamped cheques - - - - - - -	- 2 -
		28 Mar. „ Waddie and Co., stationery - - - - -	2 12 -
4 April „ Compensation moneys received from collector of customs, West Hartlepool, to this date - - -	726 7 2	28 May „ Clerk, additional remuneration per resolution of this date - - - - - - - - - -	17 7 -
		1 Aug. „ Shipowners' lists for election purposes - - -	- 6 6
		11 Aug. „ South Durham Herald, printing, to this date - -	6 11 -
18 April „ Commuted compensation moneys received from Board of Trade -	5,021 5 6	14 Aug. „ Use of Athenæum and Town-hall for meetings, to this date - - - - - - - - -	1 7 6
		27 Aug. „ J. N. Pigg's pension, one year - - - - -	5 13 4
		10 Sept. „ Clerk's salary, one year - - - - - -	25 - -
		11 Sept. „ Clerk's postages, to this date - - - - -	2 18 10
31 Aug. „ Fees on granting and renewing licenses, to this date - - -	129 10 -	1 Oct. „ Compensation moneys distributed amongst pilots on and previous to this date - - - - -	5,697 2 2
		1 Oct. „ Mrs. Sarah Hunter's pension, to this date - - -	8 - -
		23 Oct. „ Mrs. Hunter's trustees (R. Hunter's pension), to this date - - - - - - - - -	8 6 8
		5 Dec. „ Pilot-master's salary and office-rent, one year - -	56 - -
		31 Dec. „ Use of Royal Hotel, West Hartlepool, for committee meetings, to this date - - - - - -	- 17 6
		31 Dec. „ Use of King's Head Hotel, Hartlepool, for committee meetings, to this date - - - - - -	1 2 6
		31 Dec. „ Auditor's fees, to this date - - - - -	2 2 -
		31 Dec. „ Sundry disbursements - - - - - -	1 4 6
		Balance - - - - -	712 2 7
£.	6,551 16 10	£.	6,551 16 10
To Balance brought down - - - -	712 2 7	25 June By Amount lent on mortgage of freehold property - -	200 - -
„ Amount owing to clerk - - - -	2 - 1	31 Dec. „ Amount in National Provincial Bank, Hartlepool -	514 2 8
£.	714 2 8	£.	714 2 8

1 February 1869.

Edw. Turnbull, Clerk.

CORPORATION OF THE TRINITY HOUSE, KINGSTON-UPON-HULL.

BYE-LAWS and REGULATIONS.

The Regulations printed at pp. 48 to 55 of Parl. Paper, No. 408 of 1867, are still in force.

NAMES of PILOTS.

Younger Brethren who are Branch Pilots:

ee pp. 64, 65, 66, and 67, of Parl. Paper, No. 251 of 1868. Omit the names of John Bouch, Joseph Kelsey, and George Fowler Sutton.

names of—

		Limits:
sor, Frederick - - -	aged 36	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe, the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and the Baltic to Danzig.
st, Robert Paul - - - -	46	From the Humber, southward, through Yarmouth Roads and into the Downs; eastward, to Heligoland and the Red Buoy in the Elbe; northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads.
hes, Michel B. - - - -	46	From the Humber, northward, to Flamborough Head, Tinmouth Bar, up to Leith Roads; and eastward, to the Naze of Norway, Heligoland and the Red Buoy in the Elbe, the Scaw, through the Cattegat, the Sound, and Baltic, to Danzig.
ter, James - - - - -	40	From the Humber, northward, to Flamborough Head, and Tinmouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and the Baltic, to Cronstadt.

EAST COAST.

Along the East Coast, between the Northness of Dimlington, on the Coast of Yorkshire, and St. Edmund's Ness, on the Coast of Norfolk.

See p. 67 of Parl. Paper, No. 251 of 1868.

Along the East Coast to the Southward of the Humber.

See p. 67 of Parl. Paper, No. 251 of 1868.

Along the East Coast to the Downs.

67 of Parl. Paper, No. 251 of 1868. Omit the name of Charles Wise, and add the name of James F. Porter, aged 53.

Along the East Coast, Northward, to Leith Roads, and Southward to the Downs and Nore.

See p. 67 of Parl. Paper, No. 251 of 1868.

RATES.

The Rates of Pilotage printed at pp. 128 and 129 of Parl. Paper, No. 516 of 1855, are still in force.

Corporation of Trinity House of Kingston-upon-Hull—*continued.*

AMOUNT received for Pilotage of Vessels in 1868.

To the Humber and along the East Coast.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s.
From Lynn Deeps to the Humber, or the Northness of Dimlington, bearing west.	–	– – –	–	– – –	5	18 – –	5	18 –
From Sunderland to the Humber	–	– – –	2	8 12 1	–	– – –	2	8 13
From Shields to the Humber	–	– – –	–	– – –	2	8 11 3	2	8 11
From Lynn Deeps to Sutton	–	– – –	–	– – –	3	10 3 –	3	10 3
From Lynn Deeps to Skegness	–	– – –	–	– – –	3	7 10 –	3	7 10
From Wisbech Eye to Northness of Dimlington, bearing West.	–	– – –	–	– – –	1	4 – –	1	4 –
Intermediate distances within the limits mentioned.	3	12 4 6	4	21 1 –	5	17 1 –	12	50 6
TOTAL	3	12 4 6	6	29 14 1	19	65 5 3	28	107 3

From the Humber and along the East Coast.

From the Humber to the Downs	1	5 – –	15	137 8 2	52	416 12 6	68	559 –
From the Humber to the Nore	–	– – –	–	– – –	3	17 18 6	3	17 18
From the Humber to Yarmouth	–	– – –	1	5 – –	1	5 6 3	2	10 6
From the Humber, or the Northness of Dimlington, bearing west, to Boston Deeps.	–	– – –	1	6 – –	19	86 12 –	20	92 12
From the Humber, or the Northness of Dimlington, bearing west, to Lynn Deeps.	6	28 16 –	5	25 8 –	98	469 – –	109	523 4
From the Humber to Leith	–	– – –	2	15 4 6	–	– – –	2	15 4
From the Humber to Stockton	–	– – –	–	– – –	2	5 15 –	2	5 15
From the Humber to Sunderland	–	– – –	–	– – –	4	12 11 6	4	12 11
From the Humber to Shields	–	– – –	2	7 3 9	57	195 11 9	59	202 15
From Sutton to Boston Deeps	–	– – –	2	10 10 –	–	– – –	2	10 10
From Sutton to Lynn Deeps	1	4 7 6	3	14 16 6	4	16 12 6	8	35 16
From Skegness to Boston Deeps	1	5 5 –	2	7 13 –	2	7 3 –	5	20 1
From Skegness to Lynn Deeps	–	– – –	8	29 12 –	9	31 14 6	17	61 6
From Northness of Dimlington, bearing west, to Wisbech Eye.	1	4 – –	–	– – –	1	4 16 –	2	8 16
Intermediate distances within the limits mentioned.	7	14 19 –	20	53 11 –	15	37 – 6	42	105 10
From the Humber to Heligoland	–	– – –	1	8 5 –	–	– – –	1	8 5
TOTAL	17	62 7 6	62	320 11 11	267	1,306 14 –	346	1,689 13

Receipt and Expenditure of all Monies received in respect of Pilots or Pilotage.

Dr.	£. s. d.	*Cr.*	£. s.
To pilots' poundage, being 5 per cent. on the earnings of such pilots as are younger brethren of the corporation, and of the extra coasting pilots	73 19 4	By income tax	1 19
To income tax	1 15 6	By balance	73 14
£.	75 14 10	£.	75 14

Note.—The above amount is carried to the general account of this corporation.

Trinity House, Hull, 12 March 1869.

Robert Gill, Warden's Clerk.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

PORT OF HULL AND RIVER HUMBER.

BYE-LAWS.—The Bye-Laws printed at pp. 48 to 55 of Parl. Paper, No. 408 of 1867, still remain in force.

NAMES of PILOTS.

Pilots appointed and licensed for the River Humber under the Act 2 & 3 Will. 4, c. 125.

See p. 69 of Parl. Paper, No. 251 of 1868. Add the names of E. Rogers Frost, aged 25; Fewson Hopper, aged 28.

APPRENTICES to the *Humber* Pilotage Service.

Omit the names of C. F. Boxhall, J. W. Lofley, C. Stephenson. Add the name of Frederick Stocks, aged 16.

Pilots appointed and licensed for the River Humber under the Acts 2 & 3 Will. 4, c. 105, and 12 & 13 Vict. c. 81.

See p. 69 of Parl. Paper, No. 251 of 1868.

MASTERS and MATES *to whom Certificates have been granted within the limits of the* HUMBER PILOTS *under the Acts 2 & 3 Will. 4. c. 105, and 17 & 18 Vict. c. 104.*

). 70 of Parl. Paper, No. 251 of 1868. Omit the names of George Briggs, William Black, Joseph Brown, Francis Brown oyle, Richard Chew, Henry Dixon, John Searle Gallilee, William Sample Mason, William Milestone, Thomas Mitchel, mes Newton, Robert Crispin Snow Perkins, Robert Roach, Knud Herman Sonne, and James William Turton.

he names of—

Banks, George	aged 45	Eratt, George L.	aged 38	Poulsby, Henry	aged 42
Brown, Matthew	47	Fowler, George	49	Shetliff, George	39
Barrow, William	32	Foulston, G. Robert	41	Snow, J. Hindle	37
Bissett, Joseph	59	Furnell, John	37	Schofield, W. William	58
Croft, Thomas	58	Martin, Richard H.	48	Sadler, Tom	27
Curtis, John	52	North, William George	45	White, C. Taylor	31
Ellard, John	30	Parker, James Clark	24	Wing, Jos.	23
		Powell, Charles	30		

PILOTS *appointed and licensed for* NEW HOLLAND, *in the County of* LINCOLN.

See p. 70 of Parl. Paper, No. 251 of 1868.

MASTERS *to whom Certificates have been granted for* NEW HOLLAND, *in the County of* LINCOLN, *under the Act 17 & 18 Vict. c. 104.*

See p. 71 of Parl. Paper, No. 251 of 1868.

MASTERS *to whom Certificates have been granted for the* PORT of GRIMSBY, *in the County of* LINCOLN, *under the Act 17 & 18 Vict. c. 104.*

ee p. 71 of Parl. Paper, No. 251 of 1868. Omit the names of Francis Le Brocq and E. R. Jackson. Add the names of Christopher Atkin, aged 62; Charles Henry, aged 41; Edward Rutter, aged 36; William Maltby, aged 35.

TERS to whom Certificates have been granted for the PORT of KINGSTON-UPON-HULL, *and for the* PORT of GREAT GRIMSBY, *in the County of* LINCOLN, *under the Act 17 & 18 Vict. c. 104.*

See p. 71 of Parl. Paper, No. 251 of 1868.

STER to whom Certificate has been granted for the PORT of KINGSTON-UPON-HULL, *and for the* RIVER HUMBER, *between that Port and* FERRIBY SLUICE, *under the Act 17 & 18 Vict. c. 104.*

See p. 71 of Parl. Paper, No. 251 of 1868.

RATES of PILOTAGE.

HULL - - } The Rates printed at pp. 129 and 130 of Parl. Paper, No. 516 of 1855, are still in force.
NEW HOLLAND - }

GREAT GRIMSBY - The Rates printed at p. 45 of Parl. Paper, No. 354 of 1856, are still in force.

Corporation of Trinity House of Kingston-upon-Hull—*continued.*

Port of Hull—*continued.*

AMOUNT received for Pilotage of Vessels in 1868.

PORT OF HULL.—(1.) INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS	
	COASTERS.				OVERSEA.									
	Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amo
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£.
From the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff to Hawke Roads or Grimsby Roads	3	4 5 –	–	– –	4	6 19 3	1	– 10 –	27	37 10 –	3	3 5 –	38	52
From the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff to the Port of Kingston-upon-Hull	42	51 12 6	3	2 9 5	524	1,668 19 9	12	19 15 2	1,287	3,895 2 –	15	26 5 –	1,883	5,664
From the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber, to Hawke Roads or Grimsby Roads	–	– –	–	– –	–	– –	–	– –	1	1 6 –	–	– –	1	1
From the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber, to the Port of Kingston-upon-Hull	–	– –	1	1 6 8	54	131 16 –	2	2 16 –	144	341 13 6	1	1 2 2	202	478 1
From the Spurn High Lighthouse bearing north-east to the Port of Kingston-upon-Hull	2	2 2 –	1	– 14 –	36	73 16 8	–	– –	87	179 5 8	2	1 16 2	128	257 1
From the Hawke Roads, the Buoy of the Burcome, or Grimsby Roads, to the Port of Kingston-upon-Hull	4	3 1 3	1	– 10 –	28	42 15 11	1	– 16 8	63	92 15 6	2	2 9 6	99	142 1
From Whitebooth Roads to the Port of Kingston-upon-Hull	–	– –	–	– –	2	2 5 –	–	– –	5	3 14 6	–	– –	7	5 19
Tidesworks, Attendances, &c.	–	– –	–	– –	–	– –	–	– –	–	– –	–	– –	–	284
Total	51	61 – 9	6	5 – 1	648	1,926 12 7	16	23 17 10	1,614	4,551 7 2	23	34 17 10	2,358	6,887

Vessels changing at Hull for Ports and Places above Hull.	Number of Vessels.	Amount of Pilotage below Hull.
		£. s. d.
Amount paid by, and Number of Vessels which have to take or pay for Two or more Pilots	55	139 11 9

PORT OF GRIMSBY.—(1.) INWARDS.

From the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff to the Grimsby Docks	2	2 5 8	3	4 5 6	135	300 12 6	13	15 9 3	391	869 3 4	16	16 16 7	560	1,208 12
From the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber, to the Grimsby Docks	–	– –	1	– 12 6	19	31 10 8	1	1 10 –	38	65 1 9	–	– –	59	98 14
From the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber, to the eastward of the Point where the Spurn High Lighthouse bears north-east, to the Grimsby Docks	2	2 2 3	2	– 19 8	12	15 17 8	6	5 1 7	35	45 16 –	4	3 17 4	61	73 14
Total	4	4 7 11	6	5 17 8	166	348 – 10	20	22 – 10	464	980 1 1	20	20 13 11	680	1,381 2

Corporation of Trinity House of Kingston-upon-Hull—*continued.*

Port of Hull—*continued.*

AMOUNT received for Pilotage of Vessels in 1868.

PORT OF HULL.—(2.) OUTWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Hawke Roads, or Grimsby Roads, to the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff	1	1 – –	–	– – –	1	1 12 –	–	– –	6	7 4 –	–	– –	8	9 16 –
From the Port of Kingston-upon-Hull to the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff	–	– –	–	– –	–	– –	–	– –	3	8 5 –	–	– –	3	8 5 –
From New Holland to the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff	–	– –	–	– –	–	– –	–	– –	–	– –	1	1 5 –	1	1 5 –
From the Port of Kingston-upon-Hull to the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber	92	106 4 5	46	53 6 3	228	590 18 –	138	179 4 4	864	1,933 12 6	517	627 1 7	1,885	3,490 7 1
From the Port of Kingston-upon-Hull to the New Sand Buoy or the Floating Light Vessel at the entrance of the River Humber to the eatsward of the Point where the Spurn High Lighthouse bears north-east	–	– –	–	– –	–	– –	–	– –	2	3 6 6	–	– –	2	3 6 6
From the Port of Kingston-upon-Hull to the Spurn High Lighthouse bearing north-east	–	– –	11	11 10 2	–	– –	28	29 16 4	–	– –	97	88 10 1	136	129 16 7
From the Port of Kingston-upon-Hull to the Hawke Roads, the Buoy of the Burcome, or Grimsby Roads	1	1 5 8	1	– 16 –	10	15 13 2	2	2 8 10	37	46 8 –	12	11 8 6	63	78 – 2
From the Port of Kingston-upon-Hull to Whitebooth Roads	–	– –	–	– –	1	– 18 6	–	– –	–	– –	–	– –	1	– 18 6
Dockworks, Attendances, &c.	–	– –	–	– –	–	– –	–	– –	–	– –	–	– –	–	220 – 6
TOTAL	94	108 10 1	58	65 12 5	240	609 1 8	168	211 9 6	912	1,998 16 –	627	728 5 2	2,099	3,941 15 4

Vessels from Ports and Places above Hull changing at Hull.	Number of Vessels.	Amount of Pilotage below Hull.
		£. s. d.
Amount paid by, and Number of Vessels which have to take or pay for Two or more Pilots	32	64 4 –

PORT OF GRIMSBY.—(2.) OUTWARDS.

From the Grimsby Docks to the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff	–	– –	–	– –	1	2 6 9	–	– –	4	9 16 –	1	1 4 –	6	13 6 9
From the Grimsby Docks to the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber	2	1 15 –	12	11 2 2	153	314 15 2	46	49 8 7	513	980 11 2	146	156 12 9	872	1,514 4 10
From the Grimsby Docks to the New Sand Buoy or the Floating Light Vessel at the entrance of the River Humber to the eastward of the Point where the Spurn High Lighthouse bears north-east	1	– 9 –	–	– –	–	– –	1	– 14 –	–	– –	–	– –	2	1 3 –
TOTAL	3	2 4 –	12	11 2 2	154	317 1 11	47	50 2 7	517	990 7 2	147	157 16 9	880	1,528 14 7

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

PORT OF HULL—*continued.*

ACCOUNT of the RECEIPT and EXPENDITURE of all Monies received by or on behalf of the Commissioners acting under the Humber Pilot Act.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
Balance from last annual account - -	1,085	17	1	Paid to pilots - - - - - -	10,599	17	2
Received for 70 licenses - - - - -	226	16	–	Paid to clerk and commodore - - -	270	–	–
Received as contributions to superannuated pilots - - - - - - - - -	169	11	4	Paid to collectors at Grimsby, Goole, and Gainsborough - - - - -	178	14	1
Received for fines - - - - - -	11	1	–	Paid incidentals, taxes, stationery, solicitor's and tradesmen's bills, &c. - - -	131	11	5
Received for gross amount of inward pilotage - - - - - - - - -	8,268	3	6	Paid to pilot cutters - - - - - -	1,687	19	6
Received for gross amount of outward pilotage - - - - - - - - -	5,470	9	11	Paid to superannuated pilots - - -	254	8	6
				Paid to widows - - - - - -	149	17	–
				Paid, as deducted from outward pilotage for apprentices, victuals, turps, fares, boatmen, tug, hooking vessels - - - - -	939	6	2
				Balance - - - - - - - -	1,020	5	–
£.	15,231	18	10	£.	15,231	18	10

10 April 1869.

William Sharp,
Clerk to the Commissioners.

PORT OF GAINSBOROUGH.

BYE-LAWS.

The Bye-Laws printed at pp. 48 and 49, of Parl. Paper, No. 408 of 1867, are still in force.

NAMES of PILOTS.

See p. 74 of Parl. Paper, No. 251 of 1868.

MASTERS *to whom Certificates have been granted under the Act* 17 *&* 18 *Vict. c.* 104.

See p. 74 of Parl. Paper, No. 251 of 1868. Omit the name of Thomas Shores. Add the names of Joseph Bridlington, aged —, and William Hill, aged 31.

RATES.

See Parl. Paper, No. 287 of 1860, p. 54. The Rates there referred to are still in force.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—GAINSBOROUGH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
'm Hull Roads to Gainsborough -	1	1 4 6	2	1 18 6	-	- -	3	5 3 4	3	4 13 1	9	12 19 5

(2.)—OUTWARDS.

'm Gainsborough to Hull Roads -	1	- 18 6	3	2 15 8	1	1 7 -	1	1 15 -	2	1 18 8	8	8 14 10

ACCOUNT of the MONIES received in respect of Pilotage.

Dr.	£. s. d.	*Cr.*	£. s. d.
amount received for inward pilotage -	12 19 5	By amount paid as commission on 21 *l.* 14 *s.* 3 *d.*	1 12 7
amount received for outward pilotage -	8 14 10	By amount paid for nine boats - - -	- 9 -
		By amount paid for post orders, letters, telegram, and railway fares - - - -	- 8 6½
		By amount paid to pilots - - - -	19 4 1½
£.	21 14 3	£.	21 14 3

Edward Schofield, Headsman.

PORT OF GOOLE.

BYE-LAWS.

The Bye-Laws printed at pp. 49 and 50 of Parl. Paper, No. 408 of 1867, still remain in force.

NAMES of PILOTS.

See p. 75 of Parl. Paper, No. 251 of 1868. Omit the name of Henry Wood.

Corporation of Trinity House of Kingston-upon-Hull—Goole—*continued.*

Masters *to whom Certificates have been granted under the Act* 17 *&* 18 *Vict. c.* 104.

See p. 76 of Parl. Paper, No. 251 of 1868. Omit the names of Joseph Arnold, John Searle Gallilee, William Gell, John and William Lumley, William Rockett, George Soulsby, Thomas Shores, J. W. Turton, G. B. Wadsworth, William Winteringham.

Add the names of—

Clarkson, William - - aged 51	Hewitt, Henry - - - aged 40	Woodhead, Thomas, junior - aged 2
Ellwood, John - - - - 30	Jackson, Thomas - - - 30	Wright, John - - - - 3
Grunell, William - - - 42	Tawell, Charles - - - - 30	

RATES of PILOTAGE.

See p. 56 of Parl. Paper, No. 287 of 1860. The Rates there referred to still remain in force.

AMOUNT received for Pilotage of Vessels in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA. Not Towed by Steam.		OVERSEA. Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Hull Roads to Goole -	13	11 – –	1	1 1 –	38	56 6 –	27	50 11 4	79	118 18 4

(2.)—OUTWARDS.

From Goole to Hull Roads -	18	15 9 10	2	3 17 6	21	37 6 10	22	35 14 10	63	92 9 –

ACCOUNT of the Monies received in respect of Pilotage.

Dr.	£. s. d.	*Cr.*	£. s. d.
To amount of Inward pilotage - - -	118 18 4	By commission paid to pilot master - -	21 2 9
To amount of Outward pilotage - -	92 9 –	By amount paid to the pilots - - -	181 7 11
		By boating and telegraph - - - -	2 1 –
		By office rent and poor rate - - -	5 3 7
		By stamps and sundry expenses - - -	1 12 1
£.	211 7 4	£.	211 7 4

Pilot Office, Goole.

Henry Gale, Pilot Master.

SPALDING.

BYE-LAWS.

The Bye-Laws printed at pp. 51 and 52 of Parl. Paper, No. 408 of 1867, are still in force.

NAMES of PILOTS.

See p. 77 of Parl. Paper, No. 251 of 1868. Add the name of Thomas Wilkinson, aged 71.

RATES of PILOTAGE.

The Rates printed at p. 58 of Parl. Paper, No. 174 of 1858, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Welland Setway to Spalding Bridge.	–	– – –	–	– – –	1	1 1 –	1	1 1 –
Welland Setway to Fosdyke ge.	137	65 8 1	5	4 7 6	6	6 – –	148	75 15 7
TOTAL - - -	137	65 8 1	5	4 7 6	7	7 1 –	149	76 16 7

(2.)—OUTWARDS.

Fosdyke Bridge to Welland ay.	113	31 – 9	–	– – –	7	4 15 –	120	35 15 9

ACCOUNT of MONIES received in respect of Pilotage.

Dr.	£. s. d.	*Cr.*	£. s. d.
ss amount received - Inward pilotage -	76 16 7½	By amount paid as commission to pilot master, renewal of licenses, lights, beacons, and expenses - - - - - - - -	16 16 2½
- - - - Outward pilotage	35 15 9	By amount paid to pilots - - - -	95 16 2
£.	112 12 4½	£.	112 12 4½

John Kingston, Collector.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

PORT OF WISBECH.

BYE-LAWS.

The Bye-Laws printed at pp. 51 to 54 of Parl. Paper, No. 408 of 1867, still remain in force.

NAMES of PILOTS.

See p. 78 of Parl Paper, No. 251 of 1868. Add the name of John Taylor, aged 30.

RATES of PILOTAGE.

The Rates printed at p. 130 of Parl. Paper, No. 516 of 1855, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From the Lower Roads at Sea to the Cross Keys Bridge	78	49 17 7	25	29 17 7	103	79 15 2
From the Lower Roads at Sea to Wisbech - - -	78	139 18 1	66	115 3 8	144	255 1 9
For extra pilotage above the Cross Keys Bridge - -	1	- 8 -	- -	- - -	1	- 8 -
TOTAL - - -	157	190 3 8	91	145 1 3	248	335 4 11

(2.)—OUTWARDS.

From the Cross Keys Bridge to the Lower Roads at Sea	47	26 14 -	31	20 14 -	78	47 8 -
From Wisbech to the Lower Roads at Sea - - -	31	37 12 1	38	46 12 1	69	84 4 2
TOTAL - - -	78	64 6 1	69	67 6 1	147	131 12 2

ACCOUNT of the MONIES received in respect of Pilotage.

Dr.	£. s. d.	*Cr.*	£. s.
To gross amount received for - - - - { Inward pilotage -	335 4 11	By amount paid to the pilots - - -	466 17
{ Outward pilotage -	131 12 2		
£.	466 17 1	£.	466 17

Wisbech, 14 January 1869.

Fra. Jackson,
Secretary to the Sub-Commissioners of Pilotage.

Trinity House, Hull,
10 April 1869.

Edw. J. Wilson,
Secretary.

PORT OF KING'S LYNN.

BYE-LAWS, &c.

See p. 83 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

See p. 9 of Parl. Paper, No. 251 of 1868.

RATES of PILOTAGE.

See p. 62 of Parl. Paper, No. 243 of 1865.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS. Not Towed by Steam.		OVERSEA. Not Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Lynn Roads to Lynn Harbour - -	859	596 10 8	45	57 14 4	68	61 14 7	972	715 19 7

(2.)—OUTWARDS.

Lynn Harbour to Lynn Roads - -	825	434 8 10	40	35 13 2	68	42 10 9	933	512 12 9

Note.—There are no Steam Tugs belonging to the Port. The accounts are not kept so as to distinguish Coasters from Oversea Foreign Vessels.

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
alance from last account (Superannua- n Fund) - - - - - - -	1 5 8	By amount paid for or in respect of pilot boats, &c. - - - - - - -	200 – –
		By amount paid for pensions or superannuations	85 – –
ross amount received { Inward pilotage	715 19 7	By amount divided among working pilots and masters of sloops - - - - -	1,061 18 3
- - - - { Outward pilotage	512 12 9	By amount paid for wages - - - -	125 6 –
		By amount paid for coals, candles, &c. - -	9 4 11
mount received for foreign claims -	102 14 –	By amount paid for stationery and stamps -	3 3 9
		By amount paid for cleaning office - -	1 9 6
nount received from harbour moorings' es, to pay salaries of masters of pilot pps - - - - - - - - -	160 – –	By amount paid for hire of extra boat - -	– 15 –
		By amount paid for a telescope - - -	– 8 –
		Miscellaneous payments - - - -	2 6 8
		By balance carried to next account (Superannuation Fund) - - - - - -	2 19 11
£.	1,492 12 –	£.	1,492 12 –

2 February 1869.

J. O. Smetham, Clerk.

PORT OF LANCASTER.

BYE-LAWS, RULES, &c.

See p. 86 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

See p. 10 of Parl. Paper, No. 251 of 1868.

NAME of APPRENTICE.

Robert Gerrard, jun. - - - - - - - - aged 18.

RATES of PILOTAGE.

See p. 87 of Parl. Paper, No. 408 of 1867.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTAL	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Glasson Dock -	13	12 17 -	-	- - -	2	5 12 6	21	73 12 -	1	1 - -	7	24 7 -	44	117 8

(2.)—OUTWARDS.

From Glasson Dock to Sea -	-	- -	1	2 - -	5	10 8 -	13	28 8 -	2	3 10 -	2	5 4 -	23	49 10

15 February 1869.

John Walker, Clerk.

PORT OF LIVERPOOL.

BYE-LAWS, &c.

See pp. 88, 89, 90, 91, 92, and 93 of Parl. Paper, No. 408 of 1867.

Bye-laws 128, 144 were under revision by the Board of Trade on 31 December 1868.

The following Regulations and Orders have been issued in 1868.

NAMES and AGES of PILOTS and APPRENTICES.

N.B.—The names of unlicensed men were not given in this Return.

No. 1 Boat. Schooner "Queen."

See p. 94 of Parl. Paper, No. 408 of 1867.

C. H. Day, E. Dodds, and Henry Edwards, apprentices, have been licensed as full pilots.

No. 2 Boat. Schooner "Leader."

See p. 94 of Parl. Paper, No. 408 of 1867.

Joseph Powell has ceased to act. Add the names of Owen Jones, aged 45, 3rd master, full license; W. S. Jones, aged 39, pilot, full license; Frederick Schair, aged 27, pilot, full license; J. Hill, W. Crane, G. H. Deane, apprentices, have received full licenses; John Williams, R. Williams, W. R. Owen, apprentices, have been licensed up to 500 tons.

No. 3 Boat. Schooner "The Duke."

See p. 94 of Parl. Paper, No. 408 of 1867.

Omit the names of Richard Edwards and John Williams(*a*). Add the names of John Jones, aged 50, 3rd master; John R. Casement and W. Harris, apprentices, full license.

No. 4 Boat. Cutter "Auspicious."

See p. 94 of Parl. Paper, No. 408 of 1867.

Omit the names of John Hughes and George Dean. Add the names of Geo. Bridge, aged 44; John Shepherd and William Jones, apprentices, who have received full licenses.

No. 5 Boat. Schooner "Victoria and Albert."

See p. 95 of Parl. Paper, No. 408 of 1867.

Omit the names of Robert Buddle, Robert Shannon, Ellis Hughes, and Samuel Peters. Add the names of William Peters, aged 22; John Simpson, aged 38; Evans and Hulline, apprentices, have received full license.

No. 6 Boat. Schooner "Pioneer."

See p. 95 of Parl. Paper, No. 408 of 1867.

Omit the names of Thomas Parry, Peter Evans, James E. Williamson, and Frederic A. Mowll. Add the names of John Williams, aged 56, master; Dean, Buckley, and Lloyd, apprentices, full licenses since last Return.

No. 7 Boat. Schooner "Lancashire Witch."

See p. 95 of Parl. Paper, No. 408 of 1867.

John Williams has been transferred to the "Pioneer," as master; R. Edwards, is now 2nd master; and G. Edwards, 3rd master. Omit the names of Owen Jones and G. Bridge. W. Roberts, aged 21; Edward Jones, aged 21; and Henry Parry, aged 17, have been apprenticed; German and Collum, full licenses since last Return.

No. 8 Boat. Schooner "Pride of Liverpool."

See p. 95 of Parl. Paper, No. 408 of 1867.

Omit G. F. Burrows, 3rd master; Long and Clark, full licenses since last Return.

No. 9 Boat. Schooner "Guide."

See p. 96 of Parl. Paper, No. 408 of 1867.

John Jones has been transferred to the "Criterion;" John Williams, 3rd master; G. Bird, full licenses; Bentley, 500 tons; Worral and Taggart, 250 tons.

No. 10 Boat. Schooner "Criterion."

See p. 96 of Parl. Paper, No. 408 of 1867.

Omit the name of Hugh Williams. Add the names of Robert Shannon, aged 30; John Scott, license for 500 tons; and John Jones, 2nd master.

No. 11 Boat. Cutter "Mersey."

See p. 96 of Parl. Paper, No. 408 of 1867.

Omit the names of Thomas Smith and John Thomas; Beason and Bridge, apprentices, have been fully licensed. Add the name of John G. Paul, aged 16, apprentice.

No. 12 Boat. Schooner "Perseverance."

See p. 96 of Parl. Paper, No. 408 of 1867.

George Bark and Owen Pritchard have ceased to act. Add the names of R. Buddle, aged 47, 2nd master; Hughes and Evans, apprentices, have been fully licensed.

Robert P. J. Simpson, Superintendent of Pilotage.

RATES of PILOTAGE.

See p. 86 of Parliamentary Paper, No. 264 of 1863.

PORT OF LIVERPOOL—*continued.*

AMOUNT received for INWARD and OUTWARD PILOTAGE in 1868.

BRITISH VESSELS.

OVERSEA.						COASTERS.						AMOUNT.	
INWARDS.				OUTWARDS.		INWARDS.				OUTWARDS.		INWARDS & OUTWARDS.	
No.	Western.	No.	Hoylake.	No.	Amount.	No.	Western.	No.	Hoylake.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
3,601	25,265 3 10	695	3,442 16 6	4,296	14,217 1 6	83	225 4 3	3,699	2,840 15 –	231	255 3 1	12,605	46,246 4 2

FOREIGN VESSELS.						TOTAL AMOUNT.	
INWARDS.				OUTWARDS.		AMOUNT.	BRITISH and FOREIGN.
						INWARDS and OUTWARDS.	INWARDS and OUTWARDS.
No.	Western.	No.	Hoylake.	No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
1,111	7,270 13 6	188	853 9 –	1,194	3,486 10 9	2,493	11,610 13 3	15,098	57,856 17 5
							Compensation from September 1867 to September 1868 - - -		9,438 6 –
								£.	67,295 3 5

(Errors excepted.)

Liverpool,
27 February 1869.

John Leece.

CASH STATEMENT of the PILOTAGE ANNUITY FUND from 1st January 1868 to 31st December 1868.

Dr.				£. s. d.
1 January 1868:				
To balance, viz.:—				
Amount invested in four bonds of the Mersey Docks and Harbour Board—	£. s. d.	£. s. d.		
No. 4,614, at 4¼ per cent. for - -	7,500 – –			
No. 17,033, at 5 per cent. for - -	500 – –			
No. 24,847, at 4¾ per cent. for - -	500 – –			
No. 28,132, at 4½ per cent. for - -	500 – –	9,000 – –		
Amount in Royal Bank of Liverpool - - -	1,180 19 –			
Less, amount advanced by Treasurer - - -	424 6 8	756 12 4		
				9,756 12 4
31 December 1868:				
To per-centage on the earnings of pilot boats - - -				1,768 17 7
To interest on the above dock bonds - - - -				387 13 5
To interest allowed in bank account - - - -				82 10 9
To pilots' licenses - - - - - - - -				1,048 19 –
To pilot boat licenses - - - - - - -				53 11 –
To pilotage certificates for masters and mates - -				47 5 –
To fines and penalties - - - - - - -				41 8 6
			£.	13,186 17 7

Cr.				£. s. d.
31 December 1868:				
By superannuations and allowances - - - -				1,901 18 6
By salaries of superintendent and clerk - - - -				500 – –
By rent of offices - - - - - - - -				80 – –
By parish rates, &c., on offices - - - - -				20 5 8
By repairing and furnishing offices - - - -				2 8 6
By gas and coal for offices - - - - - -				9 – –
By stationery and printing - - - - - -				53 6 1
By charts, instruments, &c. - - - - - -				1 – –
By wages to office youth and office cleaners, &c. - -				42 12 2
By expenses on annual survey - - - - -				70 9 –
By examination expenses, pilotage committee - -				105 – –
By allowances for funeral expenses - - - -				12 – –
By commission for collecting fines - - - -				1 16 10
By gratuity to pilot for meritorious services whilst in charge of the ship "Queen of Beauty" - - -				5 – –
By miscellaneous disbursements - - - - -				12 15 10
By balance, viz.:—	£. s. d.	£. s. d.		
Bond, No. 24,847, at 4¾ per cent. for - -	500 – –			
Bond, No. 28,132, at 4½ per cent. for - -	500 – –			
Bond, No. 30,305, at 4½ per cent. for - -	8,000 – –	9,000 – –		
Amount in hands of Messrs. A. Heywood, Sons & Co.—	£. s. d.			
Promissory notes of Royal Bank of Liverpool -	650 4 3			
Cash - - -	635 5 6	1,285 9 9		
Amount in hands of Treasurer - -		83 15 3		
				10,369 5 –
			£.	13,186 17 7

Dock Office, 20 January 1869.

W. H. Livesey, Chief Accountant.

PORT OF LLANELLY.

BYE-LAWS, &c.

See p. 12 of Parl. Paper, No. 251 of 1868.

NAMES of PILOTS.

See p. 12 of Parl. Paper, No. 251 of 1868. Omit the names of Robert Hopkins, William Hughes, and Christopher Lewis.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Llanelly - -	1,293	1,328 12 11	291	366 11 9	17	12 19 4	329	258 2 9	1,930	1,966 6 9

(2.)—OUTWARDS.

From Llanelly to Sea - -	1,361	850 12 3	341	348 10 11	-	- -	381	157 4 6	2,083	1,356 7 8

Note.—The Rates are the same, whether vessels are towed by steam or not.

ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
balance brought from last account - -	990 17 9	By amount paid for pilotage - - -	3,303 12 10
amount received for pilots' doctor - -	17 13 –	By amount paid for pilots' doctor - -	17 11 6
amount received as contribution to Superannuation or Widows' Fund - - -	220 3 4	By amount paid for or in respect of pilot boats and cutters - - - - -	794 17 –
amount received for cutters and boats -	720 10 5	By amount paid for pensions or superannuations - - - - - - -	337 18 6
gross amount received for { Inward pilotage -	1,966 6 9	By balance carried to next account - -	817 19 1
{ Outward pilotage -	1,356 7 8		
£.	5,271 18 11	£.	5,271 18 11

30 January 1869.

B. Jones, Secretary.

PORT OF NEWCASTLE-UPON-TYNE.

Under the Jurisdiction of the Trinity House of Newcastle-upon-Tyne.

BYE-LAWS, REGULATIONS, &c.

See p. 62 of Parl. Paper, No. 408 of 1867.

PORT OF NEWCASTLE-UPON-TYNE—*continued.*

NAMES of PILOTS.

See pp. 62, 63, and 64 of Parl. Paper, No. 408 of 1867.

RATES of PILOTAGE.

The Rates printed at p. 171 of Parl. Paper, No. 516 of 1855, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Middlesbro' and Stockton.	165	134 4 10½	143	124 10 1	520	384 11 8	1	– 10 –	829	643 16 7
From Sea to Blyth - - -	401	214 11 –	183	102 10 6	82	41 6 –	–	- - -	666	358 7 6
From Sea to Seaham - -	2,203	1,089 7 11	122	64 13 3	73	41 14 6	3	– 16 3	2,401	1,196 11 11
From Sea to Alnmouth - -	18	11 5 3	–	- - -	2	– 17 1½	–	- - -	20	12 2 4
From Sea to Holy Island -	186	92 16 6	–	- - -	–	- - -	–	- - -	186	92 16 6
From Sea to Whitby - -	341	143 19 10½	19	9 16 2½	7	3 6 –	–	- - -	367	157 2 1
From Sea to North Sunderland	31	32 17 –	–	- - -	–	- - -	–	- - -	31	32 17 –
From Sea to Warkworth - -	104	56 2 6	6	4 8 9	4	1 15 6	–	- - -	114	62 6 9
TOTAL - - -	3,449	1,775 4 11	473	305 18 9½	688	473 10 9½	4	1 6 3	4,614	2,556 – 9

(2.)—OUTWARDS.

From Middlesbro' and Stockton to Sea.	286	293 6 1	217	248 13 –	519	407 8 6	–	- - -	1,022	949 7 7
From Blyth to Sea - - -	146	117 15 3	408	347 7 9	88	58 5 3	2	1 2 6	644	524 10 9
From Seaham to Sea - -	2,195	1,752 3 –	89	60 15 4	73	39 8 4	9	5 17 6	2,366	1,858 4 2
From Alnmouth to Sea - -	14	5 5 6	–	- - -	2	– 11 –	–	- - -	16	5 16 6
From Holy Island to Sea -	177	86 19 6	–	- - -	–	- - -	–	- - -	177	86 19 6
From Whitby to Sea - -	295	124 14 10	3	1 16 4½	–	- - -	2	5 11 3	300	132 2 5½
From North Sunderland to Sea	31	14 17 9	–	- - -	–	- - -	–	- - -	31	14 17 9
From Warkworth to Sea - -	98	83 7 6	–	- - -	–	- - -	4	3 1 3	102	86 8 9
North Sea Pilots - - -	–	- - -	34	231 15 –	–	- - -	40	263 – –	74	494 15 –
TOTAL - - -	3,242	2,478 9 5	751	890 7 5½	682	505 13 1	57	278 12 6	4,732	4,153 2 5½

TOTAL NUMBER of BRITISH and FOREIGN VESSELS Piloted INTO and OUT of the above PORTS.

Vessels.	No. of Vessels.	Total Pilotage.	
		£. s. d.	
INWARDS:			
British - - - - - -	3,993	2,081 3 8½	
Foreign - - - - - -	692	474 17 –½	
OUTWARDS:			
British - - - - - -	3,993	3,368 16 10½	The Total Amount for Inwards and Outwards inclusive.
Foreign - - - - - -	739	784 5 7	
TOTAL - - -	9,346	6,709 3 2½	

PORT OF NEWCASTLE-UPON-TYNE—*continued.*

ACCOUNT of the RECEIPT and EXPENDITURE of MONIES received in respect of PILOTS or PILOTAGE.

TEES.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
Amount brought forward - - -	521	16	11	By amount paid for salaries of secretary, clerk, and other officers - - - -	30	–	–
Amount received as contribution to superannuation or widows' fund - - -	21	–	–	By amount paid for pensions or superannuations - - - - - - - -	33	–	–
Interest - - - - - - - -	26	1	10	By balance - - - - - - -	505	18	9
£.	568	18	9	£.	568	18	9

BLYTH.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
Amount received as contribution to superannuation or widows' fund - - -	28	–	–	By balance brought forward - - -	368	19	7
Balance - - - - - - -	428	19	7	By amount paid for salaries of secretary, clerk, and other officers - - - -	70	–	–
				By amount paid for rent of offices, &c. -	18	–	–
£.	456	19	7	£.	456	19	7

SEAHAM.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
Amount brought forward - - -	187	2	8	By amount paid for salaries of secretary, clerk, and other officers - - - -	20	–	–
Amount received as contribution to superannuation or widows' fund - - -	21	10	–	By amount paid for pensions or superannuations - - - - - - - -	12	–	–
Interest - - - - - - - -	9	7	1	By balance - - - - - - -	185	19	9
£.	217	19	9	£.	217	19	9

HOLY ISLAND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
Amount received as contribution to superannuation or widows' fund - - -	7	15	–	By balance brought forward - - -	111	13	4
Balance - - - - - - -	113	18	4	By amount paid for salaries of secretary, clerk, and other officers - - - -	10	–	–
£.	121	13	4	£.	121	13	4

PORT OF NEWCASTLE-UPON-TYNE—*continued.*

ACCOUNTS—*continued.*

WHITBY.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount received as contribution to superannuation or widows' fund - - -	7	15	3	By balance brought forward - - -	241	13	6
To balance - - - - - - -	256	13	3	By amount paid for salaries of secretary, clerk, and other officers - - - -	10	–	–
				By amount paid for rent of offices, &c. -	6	15	–
				By amount paid for pensions or superannuations - - - - - - -	6	–	–
£.	264	8	6	£.	264	8	6

NORTH SUNDERLAND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount received as contribution to superannuation or widows' fund - - -	2	10	–	By balance brought forward - - -	203	4	7
To balance - - - - - - -	210	14	7	By amount paid for salaries of secretary, clerk, and other officers - - - -	10	–	–
£.	213	4	7	£.	213	4	7

WARKWORTH.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount received as contribution to superannuation or widows' fund - - -	1	10	–	By balance brought forward - - -	181	6	1
To balance - - - - - - -	189	16	1	By amount paid for salaries of secretary, clerk, and other officers - - - -	10	–	–
£.	191	6	1	£.	191	6	1

15 April 1869. *William Taylor*, Secretary.

PORT OF NEWPORT (MONMOUTH).

BYE-LAWS and REGULATIONS.

See pp. 101, 102, and 103 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

See p. 103 of Parl. Paper, No. 408 of 1867. Omit the name of William Nash. Add the names of Samuel Gilmore, aged 24 Thomas Cox, aged 25; and James Jones, aged 27.

NAMES of APPRENTICES.

See p. 16 of Parl. Paper, No. 251 of 1868. Omit the name of Charles Carney.

RATES of PILOTAGE.

See p. 101 of Parl. Paper, No. 408 of 1867.

PORT OF NEWPORT (MONMOUTH)—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
n River's Mouth to ewport.	–	– –	17	15 10 –	–	– –	19	17 16 10	–	– –	9	9 6 –	45	42 12 10
n Holmes to Newport	–	– –	121	226 13 –	–	– –	210	366 5 –	10	7 1 6	172	295 15 8	513	895 15 2
n Nash Point to ewport.	–	– –	4	9 13 –	–	– –	79	208 17 6	–	– –	52	117 7 –	135	335 17 6
n Coombe to Newport	–	– –	1	4 10 6	–	– –	29	113 19 –	–	– –	33	122 13 2	63	241 2 8
n Lundy Island to ewport.	–	– –	2	9 6 –	–	– –	48	243 1 8	–	– –	83	440 2 –	133	692 9 8
TOTAL - - -	–	– –	145	265 12 6	–	– –	385	950 – –	10	7 1 6	349	985 3 10	889	2,207 17 10

(2.)—OUTWARDS.

n Newport to River's outh.	10	8 2 6	29	22 15 –	–	– –	14	10 15 –	4	2 – –	15	9 18 6	72	53 11 –
n Newport to Holmes	–	– –	132	245 6 –	2	1 6 –	260	341 1 –	1	– 13 –	95	131 8 –	490	719 14 –
n Newport to Nash oint.	–	– –	3	8 10 6	–	– –	57	147 2 –	–	– –	52	127 4 6	112	282 17 –
n Newport to Coombe	–	– –	–	– –	–	– –	34	93 16 6	–	– –	20	73 7 2	54	167 3 8
n Newport to Lundy land.	–	– –	–	– –	–	– –	117	649 14 6	–	– –	156	885 13 –	273	1,535 7 6
TOTAL - - -	10	8 2 6	164	276 11 6	2	1 6 –	482	1,242 9 –	5	2 13 –	338	1,227 11 2	1,001	2,758 13 2

Note.—The pilots of this district are licensed for the whole distance.

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
balance brought from last account - -	1,285 13 2	By amount paid for salaries of secretary, clerk, and other officers - - -	110 – –
amount of fees received from applicants for icenses and certificates - - - -	29 18 –	By amount paid for rent of offices, &c. -	175 19 1
amount received as contribution to Superannuation or Widows' Fund - - -	321 1 1	By amount paid for pensions or superannuations - - - - - - - -	21 – –
gross amount received for { Outward pilotage	2,758 13 2	By amount paid for { Inward pilotage -	2,207 17 10
gross amount received for { Inward pilotage	2,207 17 10	By amount paid for { Outward pilotage -	2,758 13 2
amount received from other sources - -	192 19 8	By balance carried to next account - -	1,522 12 10
£.	6,796 2 11	£.	6,796 2 11

5 February 1869.

John S. Phillips, Secretary.

PORT OF PORTHCAWL.

NAMES of PILOTS.

See p. 18 of Parl. Paper, No. 251 of 1868. Add the name of James Pearce, senior, aged 46.

BYE-LAWS and RATES of PILOTAGE.

See p. 18 of Parl. Paper, No. 251 of 1868.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Places between Sker or Nash Points, and inside the Sands into the Harbour.	806	218 5 3	111	47 11 3	11	4 1 –	–	– – –	3	1 13 6	3	– 19 6	11	2 18 3	1	– 7 6	946	275 16 3

(2.)—OUTWARDS.

From the Harbour to Places between Sker or Nash Points, and inside the Sands.	641	165 7 6	213	66 7 6	32	12 8 –	43	26 2 –	2	– 8 3	–	– – –	10	3 3 –	5	2 – –	946	275 16 3

PORT OF SUNDERLAND.

See Appendix.

PORT OF SWANSEA.

BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

See pp. 106, 107, and 108 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

See p. 108 of Parl. Paper, No. 408 of 1867. Omit the names of John Withers and John Austin (3).

PORT OF SWANSEA—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.			(2.)—OUTWARDS.		
DISTANCE for which Piloted.	Number of Vessels.	Amount.	DISTANCE for which Piloted.	Number of Vessels.	Amount.
		£. s. d.			£. s. d.
Sea to Swansea - -	3,533	3,724 5 9	From Swansea to Sea - -	3,341	1,876 16 6

ACCOUNT of MONIES received and expended by or on behalf of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
ance in hand 31st December 1867 -	1,401 6 3	By amount paid to pilots - - -	3,992 10 6
ount of fees received from applicants for nses and certificates - - - - -	106 11 6	By amount paid for or in respect of pilot boats, hobblers, &c. - - - -	1,608 11 9
ount received as contribution to superan-tion fund - - - - - - -	111 – 3	By amount paid for pensions or superannuations - - - - - - - -	167 11 –
ss amount received for { Inward pilotage / Outward pilotage	3,724 5 9 / 1,876 16 6	By balance carried to next account - -	1,517 14 9
ount received for interest on money in-ed - - - - - - - - -	66 7 9		
£.	7,286 8 –	£.	7,286 8 –

1 March 1869. *Lewis Thomas*, Clerk.

PORTS OF THE TYNE.

BYE-LAWS, &c.

See p. 115 of Parl. Paper, No. 251 of 1868.

NAMES of PILOTS.

Licensed to conduct Vessels into and out of Shields Harbour.

p. 116 of Parl. Paper, No. 251 of 1868. Omit the names of Jacob Harrison, James Burn, and John Marshall (2). Add the names of William W. Young, aged 29; John B. Wells, aged 30; and William Tinmouth (2), aged 29.

Licensed to conduct Vessels, not exceeding 200 tons registered burthen, into and out of Shields Harbour.

116 of Parl. Paper, No. 251 of 1868. Omit the names of William W. Young, John B. Wells, and William Tinmouth (2).

e names of—		Thomas Young (4) - - aged	25	Thomas Marshall (2) - aged	25
homas Stephenson - aged	26	Heslop Wright - - -	26	John Young - - - -	25
ames Wright - - -	27	Robert Purvis (2) - - -	26	Matthew Young - - -	25

Pilots, at Cullercoats, licensed to conduct Vessels into Shields Harbour.

See p. 116 of Parl. Paper, No. 251 of 1868.

PORTS OF THE TYNE—*continued.*

NAMES OF PILOTS—*continued.*

Masters of Home-Trade Passenger Ships licensed to pilot their own Vessels into and out of Shields Harbour.

See p. 116 of Parl. Paper, No. 251 of 1867. Omit the names of Peter Anderson, William Black, and William J. Riches. Add the names of Watson Wilson, aged —; Frederick J. Swan, aged 25; William Liniter, aged 49; Andrew Minto, aged — and George Rose, aged —.

RIVER PILOTAGE DISTRICT.

Licensed to conduct Vessels up the River Tyne, from the Northumberland and the Tyne Docks, to Newcastle Bridge.

See p. 117 of Parl. Paper, No. 251 of 1868.

Licensed to conduct Vessels down the River Tyne, from Newcastle Bridge to the Northumberland and the Tyne Docks.

See p. 117 of Parl. Paper, No. 251 of 1868. Omit the names of Robert Donkin and Martin S. Wheldon.

SUMMARY OF RETURNS AS TO PILOTS.

Number of Pilots in Sea Pilotage District	200
Number of Pilots in River Pilotage District	59
Number of Masters of Passenger Ships certificated to pilot their own vessels within the Sea Pilotage District	8
Aggregate Number	267

There are no apprentices under the jurisdiction of the Commissioners.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Shields	1,722	1,108 19 6	776	567 5 –	1,824	1,202 16 9	4,322	2,879 1 3
From Shields to Newcastle	498	325 19 –	163	128 8 3	413	284 15 9	1,074	739 3 –
TOTAL	2,220	1,434 18 6	939	695 13 3	2,237	1,487 12 6	5,396	3,618 4 3

(2.)—OUTWARDS.

From Shields to Sea	2,183	2,080 9 –	1,365	1,332 14 6	1,542	1,354 12 9	5,090	4,767 16 3
From Newcastle to Shields	946	730 5 –	293	252 6 6	175	125 12 –	1,414	1,108 3 6
TOTAL	3,129	2,810 14 –	1,658	1,585 1 –	1,717	1,480 4 9	6,504	5,875 19 9

TOTAL NUMBER of BRITISH and FOREIGN VESSELS Piloted into the Tyne.

VESSELS.	No. of Vessels.	TOTAL AMOUNT.
		£. s. d.
ENGLISH	3,159	2,130 11 9
FOREIGN	2,237	1,487 12 6
TOTAL	5,396	3,618 4 3

TOTAL NUMBER of BRITISH and FOREIGN VESSELS Piloted out of the Tyne.

VESSELS.	No. of Vessels.	TOTAL AMOUNT.
		£. s. d.
ENGLISH	4,787	4,395 15 –
FOREIGN	1,717	1,480 4 9
TOTAL	6,504	5,875 19 9

PORTS OF THE TYNE—*continued.*

ACCOUNT of MONIES received and expended by or on behalf of PILOTS or PILOTAGE.

SEA PILOTAGE DISTRICT.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
alance brought from last year's account -	7,252	3	11	By amount paid for salaries - - -	184	2	–
amount received for superannuation or dows' fund - - - - - - -	250	8	6	By compensation to late pilot master -	113	–	–
es for new licenses and certificates - -	34	–	–	By printing, stationery, and advertising -	32	13	6
ees for annual renewal of licenses and tificates - - - - - - -	76	10	–	By expenses of pilots' committee - -	16	1	8
nes - - - - - - - -	8	12	6	By law expenses - - - - -	2	7	2
roportion of balance of commutation of mpensation of differential pilotage, trans- red - - - - - - - -	3,097	8	4	By office rent - - - - - -	15	–	–
terest on moneys invested - - -	447	18	10	By special allowances to pilots - - -	30	14	6
				By amount paid for pensions - - -	509	10	–
				By miscellaneous disbursements - -	18	5	–
				By balance carried to next account - -	10,245	8	3
£.	11,167	2	1	£.	11,167	2	1

RIVER PILOTAGE DISTRICT.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
alance brought from last year's account -	11,733	19	6	By amount paid for salaries - - -	184	2	–
mount received for superannuation or dows' fund - - - - - - -	139	9	–	By printing, stationery, and advertising -	28	18	1
es for new licenses - - - -	4	–	–	By expenses of pilots' committee - -	5	12	7
es for annual renewal of licenses - -	17	10	–	By office rent - - - - - -	15	–	–
nes - - - - - - - -	–	10	–	By amount paid for pensions - - -	475	15	–
roportion of balance of commutation of mpensation for the abolition of differential lotage, transferred - - - - -	4,820	12	1	By miscellaneous disbursements - -	18	1	5
terest on monies invested - - -	730	19	10	By balance carried to next account - -	16,719	11	4
£.	17,447	–	5	£.	17,447	–	5

COMMUTATION of COMPENSATION for loss of Differential Foreign Pilotage.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
alance brought from last year's account -	7,918	–	5	By amount carried to Sea Pilotage District account - - - - - - -	3,097	8	4
				By amount carried to River Pilotage District account - - - - -	4,820	12	1
£.	7,918	–	5	£.	7,918	–	5

Custom House Building, South Shields,
28 April 1869.

Geo. Lyall, Secretary.

SCOTLAND.

PORT OF ABERBROTHWICK, OR ARBROATH.

RULES and REGULATIONS and RATES of FARE for the PILOT MASTER and PILOTS of the Harbour of *Aberbrothwic* established by the Trustees of said Harbour, in terms of the Act of Parliament, 2 Vict. c. 16, and submitted to, and approv of by, the Sheriff of Forfarshire, in terms of Section 103 of the said Act.

Pilot Master.

1. That the whole licensed pilots shall be under the strict superintendence and control of the pilot master, who shall see that the pilots do their duty, that regular attendance be given, and that vessels requiring the assistance of pilots be promptly supplied. And generally, it is hereby ordered, that the pilot master shall exercise an active management and superintendence over everything appertaining to the pilotage of the port.

2. That the pilot master shall not engage in any other employment, but shall devote his whole time and attention to the duties of his office, unless otherwise permitted by special authority from the trustees.

3. He shall keep a book, in which he shall regularly enter a list of the arrivals of all vessels at, and their departure from the harbour of Aberbrothwick, with such other particulars as he shall be directed by the trustees; and from that book he shall make up a list of all the arrivals at and departures from the harbour every 24 hours, beginning at nine o'clock in the morning and ending at nine o'clock of the following morning; a copy of which he shall deliver at the Shore Dues Office, every day by 10 o'clock, and he shall deliver at the Harbour Trustees' Office, every Friday, a list of all arrivals and departures during the preceding week.

4. The pilot master shall assist in enforcing the regulations for the collection of shore dues, and other harbour dues, and shall ascertain that all such have been paid before vessels are allowed to go to sea.

5. The pilot master shall make up a quarterly report, and lay the same before the harbour trustees, on the 1st of January, 1st of April, 1st of July, and 1st of October, of the conduct of the pilots in general, naming those of them who may appear to him to require particular notice either for their good or bad behaviour.

6. The pilot master must take care that the reflecting and lighting apparatus at the pier end is kept in the very best order, and the light hoisted at the proper times.

7. The pilot master shall take charge of the opening of the boom gates when necessary, the pilots being also bound to obey his directions in opening the same.

8. Any complaint against the pilot master shall be made to the trustees, who shall inquire into and judge of the same.

Pilots.

1. No person shall act as pilot unless he is licensed by the harbour trustees; and the license must be renewed every year, on or before the 31st day of January; and pilots desirous of resigning their appointments must give one month's previous notice thereof to the pilot master.

2. The pilots must give ready obedience to all the orders of the pilot master, and comply with his directions in every particular.

3. Each pilot boat shall at all times have a sufficient boat's crew of not fewer than four men to attend on vessels coming in and leaving the harbour.

4. The pilots shall attend on the pier from half-tide to half-tide to take charge of vessels coming in from or going to sea.

5. The pilot master shall not have fewer than two qualified persons, stationed on the east pier, to take charge of and attend to the ropes from the vessels; and when piloting vessels into the harbour, it shall be the duty of the pilot to remain on board until the vessel be safely moored in the basin, or at any of the quays inside.

6. The pilot master shall take the responsibility of determining whether vessels have sufficient depth of water for entering the harbour, and no pilot shall bring in a vessel on his own responsibility. All masters of vessels refusing a pilot shall nevertheless pay full pilotage dues.

7. No pilot shall pass a small vessel to pilot a larger one, but shall be bound to take charge of the nearest vessel requiring pilotage, excepting by express order of the pilot master.

8. If any vessel having a pilot on board be prevented from er ing the harbour, the pilot shall be entitled to 3*s.* per day's wage his provisions whilst on board, in addition to the ordinary pilo dues.

9. When more pilot boats than one are required for towing vessel, they shall be entitled to the ordinary pilotage dues, and rate of payment for the additional boats shall be fixed by the l bour trustees; and they hereby fix the rate in the meantime at for each additional boat, cases of salvage being excepted.

10. The distance of towage from or to sea is to be determine good anchorage ground, about seven fathoms of water, the lighth bearing NNW., NE., or N., or the ship bearing SSE., SW., o from the lighthouse, or with the "sharp of the Ness" out; b beyond this distance the pilots shall be entitled to an additi charge, as agreed on between the pilot and master of the ve according to the state of the weather and the distance.

11. In the event of vessels requiring to be warped in f beyond the outer pier heads, they shall have to pay to the pilots same rate as for an extra boat; and should they require the qu ropes they will be charged for the same according to the rates, no additional charge shall be made to the ordinary pilotage, sh any vessel require to be warped or hauled in from inside the li house only.

12. Any vessel which requires, owing to the state of the weat to enter the harbour without a pilot, shall not be subjected to additional charge to the pilots beyond the pilotage dues, altho the quay-ropes are required to warp her in the fairway and ro the jetty, and the pilot shall take charge of her in the fairway, see her properly moored; and any vessel entering the harbour tow of a steam-tug, with or without a pilot, shall be subject to same arrangement and charge.

13. That no pilot shall leave the port for any distant fishing tion, or elsewhere, without leave of the pilot master, who must t care that not less than 10 licensed pilots be always at the port.

14. The pilot master shall take charge of all letters for ves coming to this port or calling for orders, and all such letters shall delivered when the pilot boards the vessel. In the case of ves bound for the port a charge of 1 *s.* per letter shall be made for s service. For delivering letters to ships calling for orders, h pilotage will be charged, but not to exceed 7 *s.* 6 *d.* for coasters, 1 *l.* 1 *s.* for ships from foreign ports. No gratuity is allowed to taken.

15. That in case of disobedience or infringing these regulation any particular by the pilots, it shall be in the power of the p master to suspend in the meanwhile the pilot offending, and forthw report the case to the trustees. All complaints against pilots breach of duty shall be made to the pilot master, who shall in manner report the same to the trustees, who may either suspend pilot offending, or deprive the pilot of his license, as the circumstan of the case may require.

16. Any person acting as pilot without being licensed, or a his license has expired, or has been recalled, shall be liable i penalty not exceeding 10 *l.* sterling for each offence.

Rates of Fare.

That the following rates of pilotage shall be levied on all ves frequenting the harbour, inwards and outwards, included:—

Coasting vessels, loaded or in ballast, 3 *d.* per register ton.

Vessels employed in the foreign trade, 3½ *d.* per register ton.

Vessels put in by stress of weather, not discharging or load any goods, 2¼ *d.* per register ton.

Vessels launched at the port, if sailing with goods for a Briti port, 3 *d.* per register ton.

(But if they sail in ballast, 1½ *d.* per register ton.)

Vessels launched at the port, if sailing with goods for a fore port, 3½ *d.* per register ton.

(But if they sail in ballast, 1¾ *d.* per register ton.)

PORT OF ABERBROTHWICK, OR ARBROATH—*continued.*

id, in addition to these rates, the following pilotage duties shall vied on every vessel entering the harbour, for providing the pilot er's salary, viz.:—

		s.	d.
Vessels under	40 tons	–	6
„ amounting to	40 and under 80 tons	1	–
„ „	80 „ 100 tons	1	6
„ „	100 „ 120 tons	2	–
„ „	120 „ 150 tons	2	6
„ „	150 „ 180 tons	3	–
„ „	180 and upwards	4	–

That the above rates shall be paid, when demanded, to the collector of shore dues, who shall retain the same until the vessel be again at sea, and the pilot's duty completed, when the pilots' dues shall be paid to the pilots The collector of shore dues is hereby empowered to recover the above rates and duties; and, if necessary, to sue for the same. No person, unless duly licensed by the trustees, shall be entitled to exact any pilotage dues.

17. All charges for extra trouble to be settled by the harbour trustees; or, in their option, by the pilot master.

18. All persons contravening any of the above regulations, in regard to which no specified penalty is provided, shall forfeit a sum not exceeding 2*l.* for each offence, to be recovered in manner provided by the Act.

NAMES of PILOTS.

See p. 114 of Parl. Paper, No. 408 of 1867. Omit the names of William Smith, junior; James Smith, James Carrie, David gill, Peter Smith, Charles Smith, and William Smith. Add the names of Thomas Smith, aged 26; Duncan Robb, aged 36; xander Swankie, aged 44; William Cargill, junior, aged 35; and Alexander Scott, aged 51.

AMOUNT received for PILOTAGE of VESSELS in 1868.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. No.	BRITISH VESSELS. COASTERS. Amount.	BRITISH VESSELS. OVERSEA. No.	BRITISH VESSELS. OVERSEA. Amount.	FOREIGN VESSELS. No.	FOREIGN VESSELS. Amount.	TOTALS. No.	TOTALS. Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
2½ *d.* per ton	14	10 9 10	–	–	–	–	14	11 9 4
Pilot Master's Fees	–	– 19 6	–	–	–	–		
3 *d.* per ton	435	438 17 6	–	–	–	–	435	466 9 6
Pilot Master's Fees	–	27 12 –	–	–	–	–		
3½ *d.* per ton	–	–	34	86 18 11	–	–	34	92 3 11
Pilot Master's Fees	–	–	–	5 5 –	–	–		
3½ *d.* per ton	–	–	–	–	44	73 8 10	44	77 15 10
Pilot Master's Fees	–	–	–	–	–	4 7 –		
TOTAL	449	477 18 10	34	92 3 11	44	77 15 10	527	647 18 7

Note.—Only one charge is made at this Port for both Outward and Inward Pilotage; and this Return includes Outward Pilotage for the Year.

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
Gross amount received for { Inward pilotage / Outward pilotage }	609 15 1	By amount paid collector, commission for collecting pilotage, at 2½ per cent.	15 4 10
		By amount paid 18 pilots, in equal shares	563 4 6
Amount received for pilot master's fees	38 3 6	By amount paid for or in respect of pilot boats, buoys, &c.	31 5 9
		By amount retained by Harbour Trustees, for pilot master's salary	38 3 6
£.	647 18 7	£.	647 18 7

4 February 1869.

W. K. Macdonald, Secretary.

PORT OF ABERDEEN.

REGULATIONS and RATES of PILOTAGE.

See p. 115 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

James Robertson - - - aged 48	George Morrice - - - aged 36	Alexander Noble - - - aged
Charles Smith - - - - 58	Alexander Allan - - - - 34	John Fowler - - - -
John Guyan - - - - 36	John Main - - - - - 33	William Smith - - - -
Anthony Baxter - - - - 49	James Morrice - - - - 35	Alexander Smith - - - -
Alexander Fowler - - - - 53	John Cail - - - - - 47	
George Fowler - - - - 47	Alexander Paterson - - - 33	William Morrice - - - -
William Smith - - - - 62	John Walker - - - - - 29	William Guyan - - - -

NAMES of ASSISTANTS.

Kenneth Robertson - - aged 65	William Allan - - - aged 28	William Walker - - - aged
George Allan - - - - 63	John Mitchell - - - - 35	John Smith - - - - -
Andrew Fowler - - - - 49		
John Baxter - - - - 31	Alexander Baxter - - - - 49	Alexander Guyan - - - -

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Aberdeen Harbour and Dock.	2,132	1,018 8 -	161	93 11 -	2	- 19 -	186	97 15 -	2,481	1,210 13 -

(2.)—OUTWARDS.

From Aberdeen Harbour and Dock to Sea.	731	420 19 6	37	25 11 -	25	12 17 -	50	30 - -	843	489 7 6

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for inward pilotage -	1,210 13 -	By amount paid to pilots, the pilotage fees being collected by themselves - - -	1,700 - 6
To gross amount received for outward pilotage -	489 7 6		
£.	1,700 - 6	£.	1,700 - 6

21 May 1869.

William Clark, Captain Pilot.

PORT OF AYR.

BYE-LAWS, &c.

See pp. 116 and 117 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS

See p. 81 of Parl. Paper, No. 251 of 1868. Add the name of Andrew Reid, aged 27.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
he Bay to the Harbour -	878	215 10 5	14	13 11 5	9	5 16 1	901	234 17 11

(2.)—OUTWARDS.

he Harbour to the Bay -	863	207 13 3	14	13 11 5	9	5 16 1	886	227 - 9

Note.—The Pilotage Rates are the same for vessels towed by steam as for those not towed, the distance being short and the rate small.

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.		£. s. d.	*Cr.*	£. s. d.
oss amount received - - - - -	Inward pilotage -	234 17 11	By amount paid for salaries of captain pilot, pilots, and other officers - - -	382 10 -
	Outward pilotage -	227 - 9	By amount paid for or in respect of pilot boats, buoys, &c. - - - - - -	11 4 9
			By balance carried to next account - -	68 3 11
	£.	461 18 8	£.	461 18 8

he Pilotage Dues are considered to form part of the harbour revenue, and the salaries of the captain pilot and pilots, &c., g deducted, the surplus is applied to the general maintenance of the harbour.

30 January 1869. *W. Bone*, Secretary.

PORT OF DUNDEE.

REGULATIONS and TABLE of RATES.

See pp. 118 to 124 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

See p. 124 of Parl. Paper, No. 408 of 1867.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Buoy of Tay to Dundee Docks -	117	125 1 1	173	362 9 9	12	10 10 10	273	524 16 5	575	1,022 18
From Buoy of Tay to Dundee Roads -	16	10 6 3	16	19 14 9	–	– – –	36	39 2 2	68	69 3
From Dundee Roads to Dundee Harbour	1	– 5 4	2	1 6 11	–	– – –	1	– 11 11	4	2 4
TOTAL - - -	134	135 12 8	191	383 11 5	12	10 10 10	310	564 10 6	647	1,094 5

(2.)—OUTWARDS.

From Dundee Docks to Buoy of Tay -	63	58 6 4	75	176 10 –	38	32 10 8	173	343 19 7	349	611 6
From Dundee Roads to Buoy of Tay -	4	2 4 5	1	– 19 9	11	5 4 7	1	1 7 –	17	9 15
TOTAL - - -	67	60 10 9	76	177 9 9	49	37 15 3	174	345 6 7	366	621 2

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for - - - - - Inward pilotage -	1,094 5 5	By balance brought from last account - -	19 8 1
To gross amount received for - - - - - Outward pilotage	621 2 4	By amount paid for salaries of secretary, clerk, and other officers - - - -	105 – –
To amount of pilot master's fees - -	92 13 6	By amount of wages paid to pilots - -	792 16 –
To amount received from other sources -	14 15 10	By amount of pilot master's fees - - -	72 1 6
To balance due bank, carried to next account	11 1 7	By amount of bonuses paid to pilots - -	276 12 –
		By amount of sums to extra pilots and petty disbursements - - - - -	62 6 11
		By amount of provisions furnished to pilots -	240 18 9
		By amounts for keeping cutters in good condition, insurance, coals, &c. - -	167 10 6
		By amount of dividend to subscribers - -	36 16 10
		By amount of sinking fund for year - -	60 – –
		By amount of interest on bank account -	– 8 1
£.	1,833 18 8	£.	1,833 18 8

SINKING FUND ACCOUNT.

Dr.	£. s. d.	*Cr.*	£. s. d.
To balance brought from last account - -	261 12 10	By amount repaid subscribers for pilot cutter	80 – –
To amount of interest on bank account -	2 – –		
To amount of deposit for year - - -	60 – –	By balance carried to next account - -	243 12 10
£.	323 12 10	£.	323 12 10

8 February 1869.

George Taylor, Secretary.

PORT OF GLASGOW.

BYE-LAWS and RATES of PILOTAGE enacted by the *Clyde* Pilot Board.

See pp. 126 to 128 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

nes M'Chleary - - -	aged 50	Walter Hooks - - -	aged 47
n Wyllie - - - -	55	Alexander M'Dougall - - -	39
n Barrie - - - -	54	William Tulloch - - - -	37
n M'Kelvie - - -	52	Thomas Montgomery - - -	29
xander Alexander - - -	54	David Fenton - - - -	29
gnus Park - - - -	51	Neil Leitch - - - -	41
gald Campbell - - -	51	James Hendry - - - -	39
nes Morrison - - - -	56	William M'Callum - - -	35
nes Martin - - - -	50	James W. Stewart - - -	43
nes Park - - - -	50	Alexander Miller - - -	35
nes Higham - - - -	47	James Stewart - - - -	37
ke Skelly - - - -	56	Alexander M'Millan - - -	38
niel Mowat - - - -	44	Andrew Hamilton - - -	39
n Campbell - - - -	58	James Mackay - - - -	36

Limits of License :—To pilot vessels between Glasgow and Greenock, and *vice versâ*.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
n Greenock to Glasgow	78	66 9 2	947	783 2 3	36	42 2 5	568	871 1 5	19	16 8 –	184	235 9 –	1,832	2,014 12 3

(2.)—OUTWARDS.

n Glasgow to Greenock	48	40 8 –	953	777 8 –	28	26 3 2	858	1,748 4 3	16	12 1 7	225	315 2 2	2,128	2,919 7 2

ACCOUNTS of the PILOT BOARD for the Year 1868.

As to the PILOTAGE earned and paid to Pilots.

	£. s. d.		£. s. d.
hount of pilotage earned from January to December - - - - - -	4,933 19 5	Amount paid to pilots - - - - -	4,436 13 3
		Balance carried down - - - - -	497 6 2
£.	4,933 19 5	£.	4,933 19 5

As to the REVENUE and EXPENDITURE.

REVENUE.	£. s. d.	EXPENDITURE.	£. s. d.
ount retained from pilots, as per above account - - - - - -	497 6 2	Salaries - - - - - - -	221 – 1
licenses issued to pilots - - -	168 – –	General charges - - - - - -	35 15 6
ount of fines levied from pilots - -	3 12 11	Allowances to pilots and families - - -	318 10 11
erest on sum lodged with Clyde Trustees	150 6 –	Surplus revenue - - - - - -	245 11 7
owed by Bank on current account - -	1 13 –		
£.	820 18 1	£.	820 18 1

PORT OF GLASGOW—*continued.*

BALANCE SHEET.

31 December 1868:	£.	s.	d.	31 December 1868:	£.	s.	d.
To surplus, as per account ending 31 December 1867 - - - - - - -	4,015	6	6	By Clyde Trustees—Sum lodged in their hands	3,700	–	–
				By James Alexander, collector, for pilotage on vessels in harbour, unpaid at this date -	148	7	7
Surplus for year ending 31 December 1868 -	245	11	7	By cash in Clydesdale Bank - - -	412	10	6
£.	4,260	18	1	£.	4,260	18	1

Jas. Graham, Treasurer.

PORT OF GREENOCK.

See Appendix.

PORT OF IRVINE.

REGULATIONS for PILOTS.—*See* p. 131 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

Alexander Murray - - - aged 48
John Paton - - - - - 57

Limits of License:—To pilot vessels from the harbour to the bay, and from the bay to the harbour.

RATES of PILOTAGE.—*See* p. 90 of Parl. Paper, No. 416 of 1864.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCE for which PILOTED.	BRITISH VESSELS (COASTERS).		FOREIGN VESSELS.	TOTALS.	
	No.	Amount.		No.	Amount.
		£. s. d.			£. s. d.
From Harbour to Bay - - - - - -	280	99 15 –	- - nil - -	280	99 15 –

(2.)—OUTWARDS.

From Bay to Harbour - - - - - -	280	99 15 –	- - nil - -	280	99 15 –

ACCOUNT of MONIES received and expended by or on behalf of PILOTS or PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for { Inward pilotage - / Outward pilotage }	99	15	–	By amount paid for or in respect of pilots -	99	15	–
£.	99	15	–	£.	99	15	–

8 February 1869.

David Gray, Secretary.

PORT OF KIRKCALDY.

REGULATIONS and RATES of PILOTAGE issued by the Harbour Commissioners.—The Regulations printed at pp. 201 and 202, and the Rates at p. 202 of Parl. Paper, No. 516 of 1855, are still in force.

NAMES of PILOTS.

James Walter - - - - - aged 61 | John Walker - - - - - aged 38

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS (COASTERS).		FOREIGN VESSELS.	TOTALS.	
	No.	Amount.		No.	Amount.
		£. s. d.			£. s. d.
m Roads to Harbour - - - -	106	69 4 6	- - nil - -	106	69 4 6

(2.)—OUTWARDS.

n Harbour to Roads - - - -	15	9 3 6	- - nil - -	15	9 3 6

Note.—The receipts for pilotage go to the pilots, who, on the other hand, receive no salary from the Commissioners.

4 February 1869. *John Kerr Gray*, Secretary.

TRINITY HOUSE OF LEITH.

BYE-LAWS.

See pp. 133 and 134 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

See pp. 86, 87, and 88 of Parl. Paper, No. 251 of 1868. Omit the names of James Maxwell, jun., William Allan, and John Ainslie.

the names of—		*Limits of License :*
David Pert - - - -	aged 43	From Leith Roads to Orfordness, and from Leith Roads to Pentland Frith.
Thomas Paterson - - - -	46	From St. Abb's Head and Red Head to Alloa, *et vice versâ*.
Hugh Stevenson - - - -	47	From St. Abb's Head to Alloa.
Peter Archer - - - -	31	From Inchkeith to Carron Road.
John Allan - - - -	46	In the Frith of Forth.
John Brock - - - -	32	
David Gardiner - - - -	72	
James B. Lyle - - - -	28	
William Kinnear - - - -	45	From Inchkeith to Alloa.
James Maxwell, jun. - - -	54	
John Miles - - - -	30	From Leith Roads to St. Andrews.
George Main - - - -	57	Lossiemouth and Mouth of Caledonian Canal.
Joseph Parcero - - - -	55	From Leith Roads to Fifeness and St. Abb's Head, and to Orfordness.

ote.—Several of the pilots, besides their Trinity House licenses, hold also harbour licenses under other pilotage authorities, such as the Commissioners for the Harbour and Docks of Leith. No assistant pilots or apprentices are recognised by the Trinity House.

RATES of PILOTAGE.—The Rates printed at p. 105 of Parl. Paper, No. 5 of Sess. 2 of 1857, still remain in force.

TRINITY HOUSE OF LEITH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	*BRITISH VESSELS.				*FOREIGN VESSELS.				TOTALS.		REMARKS
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	
From May Island, &c., to Leith Roads.	41	91 10 6	2	6 1 –	39	125 2 9	3	10 12 6	185	233 6 9	
Into Alloa	3	6 10 6	1	1 10 –	21	53 1 –	5	14 – –	30	75 1 6	
Into Anstruther	12	6 2 –	–	– –	3	1 17 6	–	– –	15	7 19 6	
Into St. Andrew's	72	54 4 –	–	– –	4	4 18 6	–	– –	76	59 2 6	
Into Bo'ness	2	2 4 –	6	6 15 –	42	44 4 –	1	– 15 –	51	53 18 –	
Into Burntisland	31	29 14 –	–	– –	32	32 1 –	3	2 6 6	66	64 1 6	
Into Carron Roads	3	1 12 6	2	– 17 6	10	17 6 6	–	– –	15	19 16 6	
Into Caledonian Canal	8	7 17 6	–	– –	4	8 10 –	–	– –	12	16 7 6	
Into Charlestown	3	5 10 –	3	2 8 –	33	47 15 6	–	– –	39	55 13 6	
Into Clackmannan	–	– –	–	– –	1	1 7 –	–	– –	1	1 7 –	
Into Dingwall	19	22 8 5	–	– –	1	1 7 6	–	– –	20	23 15 11	
Into Dysart	17	10 5 –	–	– –	24	14 8 6	2	2 5 –	43	26 18 6	
Into Dundalk	1	5 – –	–	– –	1	– 15 –	–	– –	2	5 15 –	The pilotages the distances he in mentioned co prehend also int mediate distance
Into St. David's	11	24 6 –	–	– –	20	8 1 –	1	– 10 –	32	32 17 –	
Into Eden Water	8	9 16 6	–	– –	–	– –	–	– –	8	9 16 6	
Into Grangemouth	86	91 3 –	18	11 13 6	93	131 15 6	32	44 17 –	229	279 9 –	No rates fixed Trinity House.
Into Granton	6	30 14 9	–	– –	5	12 6 6	–	– –	11	43 1 3	
Into Inverkeithing	–	– –	–	– –	–	– –	1	– 12 6	1	– 12 6	
Into Kennet Pans	–	– –	–	– –	1	1 10 –	–	– –	1	1 10 –	
Into Kincardine	–	– –	1	– 10 –	–	– –	1	– 10 –	2	1 – –	
Into Newburgh	1	1 5 –	–	– –	4	4 6 –	6	8 – 4	11	13 11 4	
Into Orkney	1	6 – –	–	– –	–	– –	–	– –	1	6 – –	
Into Pettycur	4	2 – –	–	– –	–	– –	2	– 14 –	6	2 14 –	
Into Perth	3	4 7 7	–	– –	1	1 16 –	7	9 11 4	11	15 14 11	
Into Queensferry	11	10 1 –	–	– –	2	2 10 –	1	1 7 –	14	13 18 –	
Into Port Rae	–	– –	–	– –	1	15 – –	–	– –	1	15 – –	
Into Stornoway	–	– –	–	– –	1	8 – –	–	– –	1	8 – –	
Into Wemyss Harbour	167	53 15 9	–	– –	18	5 – –	1	1 – –	186	59 15 9	
From Tarbet Ness to Tain, Portmahomack, Bonar Bridge, and Moray Frith.	108	87 18 –	–	– –	–	– –	–	– –	108	87 18 –	
TOTAL	618	564 6 –	33	29 15 –	361	542 19 9	66	97 1 2	1,078	1,234 1 11	

* No distinction is made between the different classes of British and Foreign vessels, either in the rates of pilotage or in the returns of the pilots.

TRINITY HOUSE OF LEITH—*continued.*

(2.)—OUTWARDS.

DISTANCES for which PILOTED.	*BRITISH VESSELS.				*FOREIGN VESSELS.				TOTALS.		REMARKS.
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	
Alloa	19	20 15 –	6	7 2 6	39	42 10 6	51	89 10 –	115	159 18 –	The pilotages for the distances herein mentioned comprehend also intermediate distances.
Anstruther	12	6 3 9	–	– –	3	1 19 6	–	– –	15	8 3 3	
St. Andrews	21	16 8 3	–	– –	2	2 19 6	–	– –	23	19 7 9	
Bo'ness	2	2 2 –	4	3 10 –	9	5 6 6	1	1 17 –	16	12 15 6	
Burntislund	4	3 1 –	–	– –	16	13 6 6	–	– –	20	16 7 6	
Charlestown	54	44 1 –	–	– –	109	104 8 –	–	– –	163	148 9 –	
Clackmannan	–	– –	4	3 15 –	40	39 6 –	17	27 5 –	61	70 6 –	
Dingwall	19	22 8 5	–	– –	–	– –	–	– –	19	22 8 5	
Dysart	15	7 9 –	–	– –	11	6 7 –	–	– –	26	13 16 –	
St. David's	8	3 15 6	–	– –	15	5 5 6	–	– –	23	9 1 –	No rates fixed by Trinity House.
Grangemouth	50	61 18 6	19	13 4 –	34	40 6 –	23	27 1 3	126	142 9 9	
Leith	21	28 7 6	–	– –	2	22 10 –	–	– –	23	50 17 6	
Leven	47	31 2 6	–	– –	9	6 9 –	–	– –	56	37 11 6	
Newburgh	–	– –	–	– –	9	6 15 –	–	– –	9	6 15 –	
Pittenween	23	12 4 3	–	– –	–	– –	–	– –	23	12 4 3	
Queensferry	3	4 7 –	–	– –	3	2 5 –	–	– –	6	6 12 –	
Wemyss Harbour	168	53 15 9	–	– –	20	6 17 9	1	1 19 –	189	62 12 6	
TOTAL	466	317 19 5	33	27 11 6	321	306 11 9	93	147 12 3	913	809 14 11	

No distinction is made between the different classes of British and Foreign vessels, either in the rates of pilotage or in the returns of the pilots.

Note—With the exception of vessels bound to and from Leith, Kirkcaldy, and such other harbours as are regulated by special Acts of Parliament, license their own pilots, no change of pilots is compulsory within the Trinity House limits. No return of these harbour pilotages can be given by Trinity House, as the harbour pilots are not under their authority, but under that of the several harbour authorities.

ACCOUNT of MONIES received and expended in respect of PILOTAGE.

	£. s. d.		£. s. d.
Amount of annual money received from pilots	96 3 –	Sum expended on pilot's account, to a larger amount, but say	96 3 –

7 April 1869. *William D. Carstairs*, Secretary.

HARBOUR AND DOCKS OF LEITH.

BYE-LAWS, Regulations, and Rates of Pilotage.

See pp. 136 and 137 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

See p. 119 of Parl. Paper, No. 251 of 1868. Omit the names of George Jarvie and John Mills. Add the names of Willian Brock, aged 32; John Brock, aged 32; and William Carnie, aged 27.

AMOUNT received for Pilotage of Vessels in 1868.

(1.)—INWARDS.

	£.	s.	d.
From and to any point required within the Limits of the Port as extended for pilotage purposes by Article 8 of the Regulations - - - - -	929	1	–

(2.)—OUTWARDS.

	£.	s.	d.
From and to any point required within the Limits of the Port as extended for pilotage purposes by Article 8 of the Regulations - - - - -	—		

The pilotage outwards is paid directly to the pilots. The amount received by them is not known, and there are no materials for making any further return of the particulars required by this Schedule.

ACCOUNT of all Monies received and expended by or on behalf of Pilots or Pilotage.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount of fees received from applicants for licenses and certificates - - -	2	12	6	By amount paid to pilots - - - -	859	8	1
				By amount paid to pilots widows' fund - -	37	10	9
To gross amount received for inward pilotage - - - - - - - - -	929	1	–	By amount applied to cover expense of collection - - - - - - - -	32	2	2
				By amount applied to cover expense connected with licenses - - - - - -	2	12	6
£.	931	13	6	£.	931	13	6

27 February 1869. *John Phin*, Clerk.

PORT OF LOSSIEMOUTH.

BYE-LAWS, REGULATIONS, ORDERS, &c.

There are none beyond the provisions of the Local and General Acts of Parliament.

NAMES of PILOTS.

William M'Donald - - - -	aged 34	Alexander Souter - - - -	aged 35
William Souter - - - - -	34	William Cook - - - - - -	35

RATES of PILOTAGE.

For vessels above 20 tons entering and leaving the harbour - - - - - - -	3 *d.* per registered ton.
For each tide of four hours work within the harbour, for each man, - - - - - -	1 *s.*
For laying out kedge and warp to assist vessels to sea - - - - - - - -	5 *s.* *
For each man employed in hauling a warp on board a vessel hanging by a kedge - -	1 *s.*

* The money received for these services is collected by the pilots themselves.

PORT OF LOSSIEMOUTH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1868.

INWARDS AND OUTWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
d Out the Port of Lossiemouth -	190	177 11 9	14	14 8 9	12	12 17 9	216	204 18 3

Note.—No Outward Rate for this Port.

ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of PILOTAGE.

The Pilots collect their own dues, with which the authority takes no interference.

10 February 1869. *William Skinner*, Clerk.

PORT OF MACDUFF.

BYE-LAWS.—Nil.

NAMES of PILOTS.

See p. 138 of Parl. Paper, No. 408 of 1867.

the names of—

Alexander Ewen - - aged 36	James Lyall - - - aged 67	Alexander Lyall - - aged 42
William Lyall - - - 36	James Lyall - - - - 44	James West - - - - 69
George Lyall - - - 47		
William Lyall - - - 28	William Lyall - - - - 40	Andrew West - - - - 55

RATES of PILOTAGE.

The Rates printed at p. 93 of Parl. Paper, No. 270 of 1862, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1868.

INWARDS.	Number of Vessels.	Amount.	OUTWARDS.	Number of Vessels.	Amount.
		£. s. d.			£. s. d.
sters - - - - -	168		Coasters - - - - -	168	
rsea - - - - -	41		Oversea - - - - -	41	
	209	86 3 3		209	86 3 3
ra work - - - -	- -	36 – –	Extra work - - - -	- -	64 – –
TOTAL - - - £.		122 3 3	TOTAL - - - £.		150 3 3

ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
gross amount received for { Inward pilotage -	86 3 3	By amount paid to pilots - - - -	272 6 6
or - - - - - { Outward pilotage	86 3 3		
amount received for extra work - -	100 – –		
£.	272 6 6	£.	272 6 6

27 January 1869. *James Farquharson*, Clerk.

PORT OF PETERHEAD.

REGULATIONS and RATES of FARE at and within the Port and Harbours of *Peterhead.*

See pp. 138 and 139 of Parl. Paper, No 408 of 1867.

NAMES of PILOTS.

See p. 92 of Parl. Paper, No. 251 of 1868. Omit the name of John Coull. Add the names of James Cordiner, junior, aged 39; William Watt, aged 38; and Alexander Soutter, aged 72.

RATES of PILOTAGE.

The Rates printed at p. 113 of Parl. Paper, No. 5, Sess. 2 of 1857, still remain in force.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS AND OVERSEA.		FOREIGN VESSELS. COASTERS AND OVERSEA.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
Into the Harbours of Peterhead - - -	514	160 2 7	79	25 9 6	593	185 12 1

(2.)—OUTWARDS.

Out of the Harbours of Peterhead - - -	514	160 2 7	79	25 9 6	593	185 12 1

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To amount of fees received from applicants for licenses and certificates - - -	2 9 6	By amount paid for salary of secretary - -	2 9 6
To gross amount received for - - - - { Inward pilotage -	185 12 1	By amount paid for rent of offices, &c. - -	6 - -
{ Outward pilotage	185 12 1	By amount paid for salary of captain pilot -	90 - -
To balance provided from the revenue derived by the trustees of the harbours of Peterhead	66 7 -	By amount paid to pilots - - - -	341 11 2
£.	440 8 -	£.	440 - 8

11 February 1869.

Wm. Bulner, for *William Boyd.*

PORT OF ROSEHEARTY.

BYE-LAWS and REGULATIONS.

See pp. 140 and 141 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

See p. 141 of Parl. Paper, No. 408 of 1867. Omit the name of John Duthie. Add the names of Andrew Ritchie, aged 37; and Andrew Buchan, aged 60.

RATES of PILOTAGE.

See p. 84 of Parl. Paper, No. 433 of 1866.

PORT OF ROSEHEARTY—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
t 200 yards - - -	24	9 14 -	1	- 11 9	1	- 18 10	2	- 10 4	28	11 4 11

(2.)—OUTWARDS.

t 200 yards - - -	18	7 5 10	7	2 19 11	1	- 2 10	2	- 16 4	28	11 4 11

te.—The Pier of Rosehearty, which extends into deep water, makes it unnecessary to give the distances from which the vessels are piloted from, ssels come to at the mouth of the Harbour.

ACCOUNT of MONIES received in respect of PILOTAGE.

ne Pilots here being fishermen, and the number of vessels being so few that use this Port, they divide the Pilotage among oat's crew, and have no funds, and are at no expense but their services.

2 February 1869. *John Malcolm*, Clerk.

PORT OF WICK.

BYE-LAWS.—Nil.

NAMES of PILOTS.

am Payne - - - aged 53	John Shearer - - - aged 51	William Taylor - - - aged 38
ander Swanson - - - 68	Allan M'Leod - - - - 41	Peter Johnston - - - - 40
d Ross - - - - 62	William M'Leod - - - 43	Alexander Ross - - - - 34

RATES of PILOTAGE.

See p. 85 of Parl. Paper, No. 433 of 1866.

AMOUNT received for PILOTAGE of VESSELS in 1868.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
a line drawn from the North Head to South Head of the Bay of Wick.	188	150 18 -	164	239 13 -	4	3 7 -	88	85 3 8	444	479 1 8

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
oss amount received for inward pilotage -	239 10 10	By amount paid for salaries of secretary, clerk, and other officers - - - -	5 6 9
oss amount received for outward pilotage	239 10 10	By amount paid for or in respect of pilot boats, buoys, &c. - - - - -	3 15 -
nount received from other sources - -	54 19 4	By balance divided weekly among the pilots	524 19 3
£.	534 1 -	£.	534 1 -

5 January 1869. *William Crow*, Clerk.

IRELAND.

PORT OF BALLINA.

Bye-Laws.—Nil.

NAMES of PILOTS.

See p. 143 of Parl. Paper, No. 408 of 1867. Add the name of Mark M'Nulty, aged 38; omit the name of Thos. Patterson aged 29, Inside Pilots. Add the names of Michael Kean, aged 33, and James Walsh, aged 49; omit the names of Martin Egan, aged 65; Francis Morrow, aged 47; and Thos. Keane, aged 31, Outside Pilots.

RATES of PILOTAGE.

2 *s.* per foot on draught of water on coasting vessels; 3 *s.* per foot on draught of water on foreign-going vessels.

AMOUNT received for Pilotage of Vessels in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.							
	No.	Amount.	No.	Amount.			No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.				£. s. d.		£. s. d.
From the Bar to the Quay - -	34	33 14 -	67	62 15 -	-	nil -	1	1 14 6	102	98 3 6

(2.)—OUTWARDS.

From the Quay to the Bar - -	41	34 5 -	60	55 10 -	-	nil -	1	- 11 -	102	90 6 -

ACCOUNT of Monies received and expended in respect of Pilots or Pilotage.

Dr.		£. s. d.	*Cr.*	£. s. d.
To gross amount received for - - - - -	Inward pilotage -	98 3 6	By amount paid to pilots - - -	188 9 6
	Outward pilotage -	90 6 -		
	£.	188 9 6	£.	188 9 6

11 May 1869.

John M'Culloch, Secretary.

PORT OF BELFAST.

REGULATIONS issued by the Harbour Commissioners. *See* pp. 164 to 166 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

No change.

RATES of PILOTAGE.

The Rates printed at pp. 103 and 104 of Parl. Paper, No. 354 of 1856, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
COASTERS.				OVERSEA.									
Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
6	740 – 5	2,567	1,130 10 –	32	24 14 6	188	182 6 1	25	22 – 6	118	121 4 7	4,606	2,220 16 1

(2.)—OUTWARDS.

4	270 12 –	424	247 13 –	5	3 6 6	3	4 1 –	2	1 18 –	5	5 12 6	1,003	533 3 –

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
amount of fees received from applicants for licenses and certificates	3 1 –	By amount paid for or in respect of pilot boats, wages to masters, mates, and boatmen	888 2 11
gross amount received for { Inward pilotage / Outward pilotage	2,220 16 1 / 533 3 –	By amount paid for pensions or superannuations	44 – –
amount received from other sources, including 20 per cent. off pilots' wages	554 2 8	By pilots' wages	2,753 19 1
balance	374 19 3		
£.	3,686 2 –	£.	3,686 2 –

27 May 1869.

William Thompson, Secretary.

PORT OF COLERAINE.

No information can be given.

PORT OF CORK.

BYE-LAWS and RATES of PILOTAGE.

See pp. 97 and 98 of Parl. Paper, No. 251 of 1868.

NAMES of BRANCH PILOTS.

See p. 99 of Parl. Paper, No. 251 of 1868.

AMOUNT received for PILOTAGE of VESSELS in 1868.

The Commissioners have no means of ascertaining what amount has been received by the pilots.

April 1869. *James S. Sugrue*, Secretary.

PORT OF DROGHEDA.

BYE-LAWS issued by the Harbour Commissioners.

See p. 147 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

First Class Pilots.

Thomas Boylan	aged 38	Patrick Owens	aged 59	Richard Owens	aged
John Boylan	73	Thomas Boylan	44	John Owens	
Peter Fitzpatrick	83	Patrick Boylan	42	John Boylan	
John Reynolds	67	Henry Garvey	58	James Freeman	
Mathew Owens	73	Peter Sheridan	59	James Smith	
Richard Boylan	37	Thomas Owens	61	John Freeman	
Bartholomew M'Guirk	55	Patrick Owens	59	James Rourke	
Patrick Freeman	45	John Brodigan	78	Thomas Cunningham	
Patrick Owens	51	John Garvey	49	Thomas Sweeney	
Edward Sheridan	59	Thomas King	59	James Smith	
Patrick Sheridan	57	Thomas Owens	47	Nicholas Owens	
Patrick Owens	65	John Owens	43	John Owens	

Second Class Pilots.

John King	aged 39	Robert Young	aged 44	Joseph M'Guirk	aged
Michael Smith	50	Nicholas Owens	29	Felix Reynolds	
Patrick Owens	74	Patrick Smith	—	Owen Rourke	
Thomas Boylan	43	John Sheridan	34	Patrick Owens	
Nicholas Owens	65	John M'Guirk	36	Patrick Smith	
Peter King	47	Peter Owens	56	Nicholas Owens	
Thomas Boylan	57	Matthew Owens	61	Patrick Hodgens	

RATES of PILOTAGE.

The Rates printed at p. 238 of Parl. Paper, No. 516 of 1855, are still in force.

PORT OF DROGHEDA—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.					FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.	Not Towed by Steam.		Towed by Steam.			
	Not Towed by Steam.		Towed by Steam.								
	No.	Amount.	No.	Amount.		No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.			£. s. d.		£. s. d.		£. s. d.
From the Bay to the Quay of Drogheda.	189	127 11 6	211	106 16 5	- nil -	-	- -	4	5 4 8	4	5 4 8

(2.)—OUTWARDS.

From the Quay of Drogheda to the Bay.	321	203 19 9	79	39 19 11	- nil -	1	2 5 -	3	3 10 11	4	5 15 11

Note.—The total number of ships that arrived at and sailed from this port for the past year was 404, including four privileged ships.

The gross amount of pilotage was, inward and outward	£. 489 8 3
Less 2½ per cent. commission	12 5 2
	£. 477 3 1

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
Amount of fees received from applicants for licenses and certificates	- 2 6	By amount paid secretary, being 2½ per cent. commission on amount received	12 5 2
Gross amount received for { Inward pilotage	239 12 7	By amount paid for one pilot's certificate	- 2 6
Outward pilotage	249 15 7	By amount paid pilots	477 3 -
£.	489 10 8	£.	489 10 8

12 May 1869.

John M'Namara, Secretary.

PORT OF DUBLIN.

BYE-LAWS, &c.

See pp. 148 and 149 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

See p. 101 of Parl. Paper, No. 251 of 1868. Omit the names of John Hammond, John Baxter, and Laurence Murphy. James Cullen, Apprentice, aged 32, has been licensed as full pilot.

NAMES of APPRENTICES.

See p. 101 of Parl. Paper, No. 251 of 1868. Omit the name of John Baxter.

PORT OF DUBLIN—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From outside to Dublin - -	2,010	2,633 2 9	240	680 7 –	–	– – –	169	580 11 1	2,359	3,894 – 10
From inside to Dublin - -	1,030	792 11 –	104	211 19 –	–	– – –	28	62 6 –	1,162	1,066 16 –
From outside to Kingston - -	156	161 2 –	18	99 – –	–	– – –	5	13 8 6	179	273 10 6
From inside to Kingston - -	83	42 11 6	7	11 1 6	1	1 2 –	1	– 16 6	92	55 11 6
TOTAL - - -	3,279	3,629 7 3	369	1,002 7 6	1	1 2 –	203	657 2 1	3,852	5,289 18 10 Irish.
										4,883 – 6 British.

(2.)—OUTWARDS.

From Docks and Quays to Poolbeg Lighthouse.	1,194	537 16 8	49	26 11 6	24	11 15 6	25	12 13 6	1,292	588 17 2 Irish.
										543 11 3 British.

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To amount of fees received from applicants for licenses and certificates - - - - -	36 – –	By balance from last account - - -	4,379 17 5
To amount received as contribution to Superannuation Fund - - - - - - -	225 17 2	By amount paid for salaries of secretary, clerk, and other officers - - -	250 – –
To gross amount received for - - - - { Inward pilotage -	5,024 11 11	By amount paid for or in respect of pilot boats, &c. - - - - - - -	1,349 2 11
{ Outward pilotage -	520 11 3	By amount paid for pensions or superannuations - - - - - - -	490 18 8
To amount received from other sources, interest on debenture stock and on deposit receipts -	15 1 –	By inward pilotage - - - - -	4,108 9 1
Differential dues:—		By outward pilotage - - - -	521 13 9
Inwards - - - - - - -	430 5 –	By differential - - - - -	361 18 –
Outwards - - - - - -	17 14 –	By paid awards - - - - -	200 – –
Received award for special service - -	250 – –		
To balance account - - - -	5,142 9 6		
£.	11,662 9 10	£.	11,662 9 10

27 February 1869.

Robert Willson, Pilot Master.

PORT OF DUNDALK.

BYE-LAWS.—Nil.

NAMES of PILOTS.

nry Townley - - - aged 38	James Ferguson - - - aged 31	Thomas M'Arole - - - aged 32
omas Connell - - - - 36	Thomas Ferguson - - - - 27	Patrick Byrne - - - - 65
n Murnihan - - - - 40	Hugh Byrne - - - - 64	William Gilmer - - - - 59
ren Gallagher - - - - 33	Patrick M'Garry - - - - 71	Henry O'Neill - - - - 45
omas Gallagher - - - 31	John Gorman - - - - 53	Henry Burns - - - - 51
tthew Murnihan - - - 35	John Lamb - - - - - 46	John Farrell - - - - 49
nes Sheelan - - - - 58	James Byrne - - - - 64	Henry M'Clenahan - - - 51
trick Traynor - - - - 61	Thomas Byrne - - - - 62	James O'Neill, jun. - - - 42
chael Murnihan - - - —	James O'Neill - - - 59	Patrick Gorman - - - - 37

RATES of PILOTAGE.

The Rates printed in Parl. Paper, No. 516 of 1855, p. 244, and in Parl. Paper, No. 5, Sess. 2 of 1857, p. 121, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1).—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.			TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.	OVERSEA.			
	No.	Amount.	No.	Amount.		No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.			£. s. d.		£. s. d.
m Dundalk Bay to Quays -	582	365 5 3	2	4 1 –	- - nil - -	12	27 – –	596	396 6 3

(2).—OUTWARDS.

m Quays to Dundalk Bay -	580	233 14 9	1	113 – –	- - nil - -	12	18 16 6	593	254 4 3

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
amount received as contribution to Superannuation or Widows' Fund, being 5 per ent. on pilots' accounts deducted therefrom -	31 3 4	By amount paid for pensions or superannuations - - - - - -	50 10 –
gross amount received for - - - - - { Inward pilotage -	396 6 3	By amount paid for { Inward pilotage -	396 6 3
{ Outward pilotage -	256 14 9	{ Outward pilotage -	256 14 9
loss to Commissioners on Superannuation Fund - - - - - - - -	19 6 8		
£.	703 11 –	£.	703 11 –

PORT OF GALWAY.

BYE-LAWS and RATES of PILOTAGE.

See Parl. Paper, No. 433 of 1866.

NAMES of PILOTS.

See p. 104 of Parl. Paper, No. 251 of 1868.

AMOUNT received for PILOTAGE of VESSELS in 1868.

	£.	s.	d.
From Galway Roadstead, and *vice versâ* - - - - - - - - -	169	3	9
From Galway Roadstead to Arran, and *vice versâ* - - - - - - -	107	16	–
TOTAL - - - £.	276	19	9

27 February 1869. *William Evans*, Master Pilot.

PORT OF LIMERICK.

BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

See pp. 104 and 105 of Parl. Paper, No. 251, of 1868.

NAMES of PILOTS.

See p. 105 of Parl. Paper, No. 251, of 1868. Omit the name of Michael Behane, and add that of Michael Griffin, aged 50.

AMOUNT received for PILOTAGE of VESSELS in 1868.

Pilots at this port are not incorporated, and the required return not obtainable. They are merely licensed by the Harbour Commissioners, who have no knowledge of their receipts.

ACCOUNT of MONIES received in respect of PILOTS or PILOTAGE.

The pilotage funds are managed by the pilots themselves, and do not come into the hands of the Harbour Commissioners.

24 February 1869. *William Carroll*, Secretary.

PORT OF LONDONDERRY.

BYE-LAWS.

See p. 152 of Parl. Paper, No. 408 of 1867.

NAMES of PILOTS.

See p. 106 of Parl. Paper, No. 251 of 1868. Add the name of Wm. Gillespie, aged —, supernumerary.

RATES of PILOTAGE.

The Rates printed at p. 109 of Parl. Paper, No. 243 of 1861, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Sea to Londonderry -	440	539 1 10	220	312 3 8	12	26 11 –	45	109 6 4	–	– – –	–	– – –	13	25 12 1	28	64 2 8	758	1,076 17 7
Sea to Moville - -	112	262 2 10	–	– – –	90	201 17 4	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	202	464 – 2
TOTAL - - -	552	801 4 8	220	312 3 8	102	228 8 4	45	109 6 4	–	– – –	–	– – –	13	25 12 1	28	64 2 8	960	1,540 17 9

(2.)—OUTWARDS.

Londonderry and Moville to Sea.	627	452 19 5	67	50 6 1	2	4 14 10	21	37 7 11	27	31 3 6	10	10 12 8	4	6 4 3	–	– – –	758	593 8 8

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
Amount of fees received from applicants for licenses and certificates - - -	18 7 6	By amount paid for salaries of secretary, clerk, and other officers - - - - -	105 17 1
Amount received as contribution to superannuation or widows' fund - - -	20 – –	By amount paid for pensions or superannuations - - - - - - - -	20 – –
Amount received for fines and forfeitures -	2 15 –	By amount paid Harbour Commissioners for licenses, certificates, and fines and forfeitures	22 10 3
Gross amount received for - - - - -	Inward pilotage - 1,540 17 9	By net inward pilotage paid pilots - -	1,462 19 6
	Outward pilotage 593 8 8	By net outward pilotage paid pilots - -	546 7 1
		By amount refunded - - - - -	17 15 –
£.	2,175 8 11	£.	2,175 8 11

18 June 1869.

A. H. Stewart, Secretary.

PORT OF NEW ROSS.

REGULATIONS.

None beyond those contained in the Harbour Act of 1861.

RATES of PILOTAGE.

The Rates printed at p. 107 of Parl. Paper, No 270 of 1862, are still in force.

NAMES of PILOTS.

See p. 154 of Parl. Paper, No. 408 of 1867.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Cheekpoint to New Ross -	250	161 2 9	6	17 2 –	13	32 3 6	269	210 8 3

(2.)—OUTWARDS.

From New Ross to Cheekpoint -	250	160 14 –	6	17 2 –	13	31 11 6	269	209 7 6

Note.—No return can be given by the New Ross Port and Harbour Commissioners of the pilotage paid by vessels previous to their arrival at Cheekpoint, which is the entrance to the Port of New Ross, inasmuch as same is paid to the Commissioners of the Port and Harbour of Waterford.

ACCOUNT of all MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for - - - - - Inward pilotage -	210 8 3	By amount paid for salaries of secretary, clerk, and other officers, and harbour-master - - - - - - -	92 – –
To gross amount received for - - - - - Outward pilotage -	209 7 6	By amount paid for rent of offices, &c. -	12 5 –
To amount received for income tax - -	3 11 –	By amount paid for or in respect of pilot boats, buoys, &c. - - - - - -	29 10 4
By balance - - - - - - - -	45 4 11	By amount paid for pensions or superannuations - - - - - - -	24 15 –
		By amount paid pilots - - - -	266 17 –
		By amount paid boy at pilot station - -	19 10 –
		By amount paid for tide tables - - -	13 7 4
		By per centage to rate collector - -	10 7 –
£.	468 11 8	£.	468 11 8

8 February 1869.

James Kearns, Secretary.

PORT OF NEWRY.

BYE-LAWS—Nil.

NAMES of PILOTS.

See p. 155 of Parl. Paper, No. 408 of 1867.

RATES of PILOTAGE.

The Rates mentioned at p. 114 of Parl. Paper, No. 287 of 1860, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1867.

ıe information required in this return cannot be furnished, as no part of the pilotage is collected in this office. It is received ıe pilots themselves, who are scattered over a large district of coast. The Act does not render it imperative on all vessels to pilots; numbers, particularly traders, do not do so. The pilots are, moreover, engaged in other occupations, except when services are required in their capacity of pilots, which occurs at very irregular periods. Steamers usually have a pilot ally appointed to them; either the master or one of the crew.

26 January 1869. *R. A. Plunkett*, Secretary.

PORT OF SLIGO.

See Appendix.

PORT OF TRALEE.

BYE-LAWS issued by the Public Works Loan Commissioners.

The Bye-Laws printed at p. 113 of Parl. Paper, No. 243 of 1861, are still in force.

NAMES of PILOTS.

See p. 109 of Parl. Paper, No. 251 of 1868. Add the name of Denis Murphy, aged 26.

RATES of PILOTAGE.

The Rates mentioned at p. 116 of Parl. Paper, No. 287 of 1860, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1867.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
outside the Harbour to the Anchorage at Samphier Islands, and to the Basin at lee.	42	46 9 -	5	13 - 6	12	32 17 6	59	92 8 -

(2.)—OUTWARDS.

the Basin or Anchorage at the Sam- er Island, to outside the Harbour.	57	37 8 3	-	- -	-	- -	57	37 8 3

te.—These particulars are taken from the Pilots returns, pilotage being paid to them by the masters of vessels and not through the Harbour Office.

15 February 1869. *W. Hilliard*, Secretary.

PORT OF WATERFORD.

See Appendix.

PORT OF WESTPORT.

BYE-LAWS.—Nil.

NAMES of PILOTS.

See p. 158 of Parl. Paper, No. 408 of 1867.

RATES of PILOTAGE.

The rates printed at p. 272 of Parl. Paper, No. 516 of 1855, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.									
	Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s.
From the Lighthouse at Inishgort to any part within the Harbour of Westport.	69	62 12 4½	2	3 8 7½	-	- -	4	10 4 9	-	- -	75	76 5

(2.)—OUTWARDS.

From any place within the Harbour of Westport to the Lighthouse at Inishgort.	69	62 12 4½	1	1 1 4½	1	2 7 3	3	7 6 3	1	2 18 6	75	76 5

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.		£. s. d.	*Cr.*	£. s. d
To gross amount received for -	Inward pilotage - -	76 5 9	By amount paid for salaries - - - -	137 6 0
	Outward pilotage -	76 5 9	By 10 per cent. deducted from the gross amount of pilotage received and carried to the credit of the Harbour Commissioners -	15 5 -
	£.	152 11 6	£.	152 11 6

30 January 1869.

James Pinherton, Secretary.

PORT OF WEXFORD.

BYE-LAWS.—Nil.

NAMES of PILOTS.

See p. 112 of Parl. Paper, No. 251 of 1868.

RATES of PILOTAGE.

Every vessel discharging and receiving cargo 5 *d.* per ton register. If such vessel shall enter the harbour or leave the same in ballast, or shall discharge her cargo or any part without taking in new cargo, or shall, without discharging her cargo or any part thereof, take in new cargo, in any of these cases, pilotage is 3 *d.* per ton register.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.	TOTALS.	
	COASTERS.				OVERSEA.				
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.		No.	Amount.
		£. s. d.		£. s. d.		£. s. d.			£. s. d.
From Bay to Quay - - -	188	282 2 6	176	262 3 4	12	42 17 8	- - nil - -	376	537 3 6

(2.)—OUTWARDS.

From Quay to Bay - - -	122	191 6 9	142	213 6 3	12	32 10 6	- - nil - -	276	437 3 6

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
To balance brought from last account - -	59 6 1	By amount paid for salaries of secretary, clerk, and other officers - - - - - -	43 17 6
To amount received for fines and forfeitures -	8 10 –	By amount paid for rent of offices, &c. - -	– 10 –
To gross amount received for - - - - - { Inward pilotage -	537 3 6	By amount paid for or in respect of pilot boats, buoys, &c. and sundry small accounts -	10 15 4
{ Outward pilotage	437 3 6	By amount paid for pensions or superannuations	13 17 6
		By amount paid for new pilot boats, &c. -	514 14 8
		By amount paid for erecting jetty for pilot station - - - - - - - -	140 – –
To balance carried to next account - -	447 17 4	By amount paid for pilots' wages - - -	766 5 5
£.	1,490 – 5	£.	1,490 – 5

1 June 1869.

Jasp. W. Walsh, Secretary.

APPENDIX.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND.

AN ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf

(Prepared in pursuance of sect. 37

RECEIPT.

	£. s. d.	£. s. d.
Dividends:		
One year's dividend on 90,593 *l.* 12 *s.* 10 *d.* capital, New 3 per Cent. Annuities -	- - -	2,717 16 2
Dues and Rates:		
Amount received on annual renewal of licenses to pilots in districts not under the superintendence of Sub-Commissioners - - - - - - - - -	971 14 -	
Poundage on pilots' earnings collected at London and the Outports - - -	3,407 3 8	
Dues on turns of pilotage paid by pilots at the Cinque Ports - - - -	993 6 -	
		5,372 3 8
Annual payments in lieu of death-money by the pilots at the Cinque Ports licensed prior to 1st October 1853 - - - - - - - - - - - - - -	- - -	505 - -
Miscellaneous:		
Amount of balances proceeding from the receipt and payment of pilotage of foreign vessels in the Port of London - - - - - - - - - - -	68 13 11	
Balance of fees received on the issue and renewal of pilotage certificates, and on grant of new licenses and extended qualifications for the Port of London and Channels leading thereto, and at the Outports, after deducting charges - -	370 5 8	
Balance of fees on choice letters - - - - - - - - - -	88 2 6	
Discount on stamps - - - - - - - - - - - - - -	- 15 -	
		527 17 1
TOTAL REVENUE - - - - - - - - £.		9,122 16 11
Deficiency, carried to next Account - - -		130 7 1
TOTAL - - - £.		9,253 4 -

Trinity House, London, E.C.,
18 July 1869.

APPENDIX.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND.

of the *Trinity House*, in respect of PILOTS or PILOTAGE, in the Year ending 31st December 1868.

of the Act 17 & 18 Vict. c. 104.)

EXPENDITURE.

	£. s. d.	£. s. d.
Expenses of carrying the Act into execution:		
Salaries and allowances to officers in London and at the Cinque Ports	1,920 2 6	
Stationery, stamps, printing, law, and incidental expenses	320 2 2	2,240 4 8
Pensions and Allowances:		
To superannuated pilots, their wives, widows, and children, and occasional relief to ditto during the year, at London and the Outports (except the Cinque Ports)	4,143 14 4	
To ditto at the Cinque Ports, including superannuation allowance to Mr. James Wood, formerly clerk in the pilotage station at Dover	1,472 6 4	5,616 – 8
Almshouse Establishment:		
Pensions and allowances to superannuated pilots, their wives or widows, inhabiting twelve almshouses at Mile End	458 3 1	
Cost of repair and maintenance of said houses	177 13 11	635 17 –
Pilot Stations:		
Cost of repair and maintenance of those at Deal, Dover, and the Isle of Thanet		259 – 1
Payments to appointees of Cinque Ports pilots on their decease		286 – –
TOTAL EXPENDITURE £.		9,037 2 5
Deficiency brought from last Account		216 1 7
TOTAL £.		9,253 4 –

Robin Allen, Secretary.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

LONDON DISTRICT.

LIST of the Acts or Authorities by which PILOTAGE JURISDICTION is exercised by the CORPORATION of TRINITY HOUSE of DEPTFORD STROND.

See p. 1 of Parl. Paper, No. 416 of 1864.

BYE-LAWS, REGULATIONS, &c.

See p. 2 of Parl. Paper, No. 408 of 1867.

NAMES and AGES of PILOTS.

See pp. 28, 29, 30, and 31 of Parl. Paper, No. 251 of 1868. Omit the names of John Small, Joseph Alexander Smith, William Francis Atkinson, Silvanus Gellard, James Brownfield, D. Jackson, James Gasson, J. A. Godden, and John Hart.

TOTAL AMOUNT received for PILOTAGE of VESSELS - - - - - - -

(1.)—INWARDS. - - - - - - - - - -

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS - - - - -							
	COASTERS.				OVERSEA -			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		
From Sea, Downs, and Orfordness to Sheerness and Blackstakes.	–	- -	–	- -	1	5	7	–
From Sea, Orfordness, Downs, and Hosely Bay to Gravesend and Chatham.	1	7 8 –	–	- -	126	832	6	6
From Harwich Harbour to Gravesend - -	–	- -	–	- -	–	-		-
From Ramsgate Harbour to Gravesend - -	–	- -	–	- -	–	-		-
From Nore to Gravesend - - - - - -	–	- -	–	- -	1	3	17	–
From Gravesend to Long Reach and Greenhithe	–	- -	–	- -	5	10	3	6
From Gravesend to Erith - - - - -	1	1 5 –	–	- -	2	3	1	–
From Gravesend to Blackwall and Woolwich -	3	4 6 –	8	18 12 9	22	50	6	–
From Gravesend Reach to Moorings, London Docks, City Canal, &c.	1	2 4 3	878	1,419 10 5	68	176	19	3
From Long Reach to Blackwall and Woolwich -	–	- -	–	- -	–	-		-
From Erith to London - - - - - -	–	- -	–	- -	–	-		-
From Erith to Blackwall - - - - -	–	- -	–	- -	–	-		-
From Blackwall to London - - - - -	–	- -	–	- -	–	-		-
From Lemon or Dudgeon to Gravesend - -	–	- -	–	- -	1	13	19	6
From Smith's Knowl, Yarmouth, and Lowestoft to Gravesend.	1	6 6 3	2	21 5 6	5	57	9	6
From Lowestoft to Sheerness - - - - -	–	- -	–	- -	–	-		-
From Lowestoft to Nore - - - - - -	–	- -	–	- -	–	-		-
From Lowestoft to Brightlingsea - - -	–	- -	–	- -	–	-		-
From Lowestoft to Woodbridge - - -	–	- -	–	- -	–	-		-
From Lowestoft to Chatham - - - -	–	- -	–	- -	–	-		-
From Southwold to Nore - - - - -	–	- -	–	- -	–	-		-
From Southwold to Sheerness - - - -	–	- -	–	- -	–	-		-
From Southwold to Woodbridge - - -	–	- -	–	- -	–	-		-
From Southwold to Eastness - - - -	–	- -	–	- -	–	-		-

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

LONDON DISTRICT.

NAMES and AGES of PILOTS—*continued.*

Add the names of—

Alexander - - - - aged 32 } *Limits of License*:—From London Bridge down the River Thames to Gravesend,
J. Pair - - - - - - 30 } and back to London Bridge.

Belchamber - - - - aged 33 } *Limits of License*:—From Dungeness up the River Thames to Gravesend, and up
C. Mallet - - - - - - 52 } the River Medway to Stangate Creek, and from the South Buoy of the Brake to the westward as far as the west end of the Owers, and into and out of Ramsgate, Dover, Sandwich, and Margate Harbours.

Gibbs - - - - - aged 44 } *Limits of License*:—From Smith's Knowl or its parallel of latitude to Orfordness, thence up the North Channel and River Thames to Gravesend, and into and out of Harwich Harbour.

RATES of PILOTAGE.—*See* p. 7 of Parl. Paper, No. 408 of 1867.

- - - - - - - - Into and Out of the Port of *London*, in 1868.

- - - - - - - - - (1.)—INWARDS.

- BRITISH VESSELS.		FOREIGN VESSELS.				TOTALS.	
- OVERSEA.							
Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.
3	26 12 9	1	6 9 –	–	- - -	5	38 8 9
237	1,285 – 2	626	5,742 11 8	331	2,416 6 7	1,321	10,283 12 11
- -	- - -	–	- - -	2	15 7 –	2	15 7 –
1	8 2 –	–	- - -	–	- - -	1	8 2 –
- -	- - -	–	- - -	–	- - -	1	3 17 –
5	12 2 –	3	3 17 6	2	4 11 6	15	30 14 6
1	1 2 6	2	2 7 6	2	4 16 –	8	12 12 –
1,180	3,906 12 9	142	328 9 6	377	1,020 12 1	1,732	5,328 19 1
2,331	5,984 10 11	274	889 7 9	1,986	6,378 15 –	5,538	14,851 7 7
1	6 3 –	–	- - -	–	- - -	1	6 3 –
- -	- - -	–	- - -	2	5 4 9	2	5 4 9
- -	- - -	–	- - -	1	2 16 –	1	2 16 –
- -	- - -	–	- - -	2	2 17 –	2	2 17 –
- -	- - -	1	16 4 –	2	35 12 9	4	65 16 3
6	71 13 8	311	4,136 5 9	54	683 2 6	379	4,976 3 2
- -	- - -	2	23 14 –	1	12 – 9	3	35 14 9
- -	- - -	11	114 6 –	–	- - -	11	114 6 –
- -	- - -	1	7 14 3	–	- - -	1	7 14 3
- -	- - -	1	3 3 –	–	- - -	1	3 3 –
- -	- - -	–	- - -	1	14 7 9	1	14 7 9
- -	- - -	14	91 7 –	–	- - -	14	91 7 –
- -	- - -	5	48 4 –	–	- - -	5	48 4 –
- -	- - -	1	2 11 –	–	- - -	1	2 11 –
- -	- - -	5	24 14 –	–	- - -	5	24 14 –

Corporation of Trinity House of Deptford Strond—*continued.*

(1.)—INWARDS—*continued.*

Distances for which Piloted.	British Vessels — Coasters — Not Towed by Steam. No.	Amount. £. s. d.	Coasters — Towed by Steam. No.	Amount. £. s. d.	Oversea — Not Towed by Steam. No.	Amount. £. s. d.
From Southwold to Colchester	—	— — —	—	— — —	—	— — —
From Southwold to Maldon	—	— — —	—	— — —	—	— — —
From Southwold to Gravesend	—	— — —	—	— — —	1	7 10 9
From Dungeness to Sheerness and Blackstakes	—	— — —	—	— — —	—	— — —
From Dungeness to Dover	—	— — —	—	— — —	—	— — —
From Dungeness to London	—	— — —	—	— — —	—	— — —
From Dungeness to Gravesend	1	8 16 —	2	17 15 5	300	2,719 8 4
From Dover and Folkstone to Gravesend	—	— — —	—	— — —	66	583 1 5
From Dover and Folkstone to Sheerness	—	— — —	—	— — —	1	10 5 6
From Sea to Whitstable	—	— — —	—	— — —	1	3 18 6
From Sea to Nore	—	— — —	—	— — —	—	— — —
Into and Out of Dover Harbour	—	— — —	—	— — —	1	2 17 6
Into and Out of Ramsgate Harbour	—	— — —	—	— — —	4	13 12 6
From Orfordness to Woodbridge	—	— — —	—	— — —	—	— — —
From Orfordness to Eastness	—	— — —	—	— — —	—	— — —
From Orfordness to Colchester	—	— — —	—	— — —	—	— — —
From Orfordness to Sheerness	—	— — —	—	— — —	—	— — —
From Orfordness to Nore	—	— — —	—	— — —	—	— — —
From Orfordness to Downs	—	— — —	—	— — —	—	— — —
From Isle of Wight to Gravesend	—	— — —	—	— — —	—	— — —
From Sea to London	—	— — —	—	— — —	—	— — —
From Sea to Blackwall	—	— — —	—	— — —	—	— — —
From Sea to Southend	—	— — —	—	— — —	—	— — —
Lay Days, Docking, &c.	—	— — —	—	— — —	1	4 1 —
Distance Money	—	— — —	—	— — —	5	49 3 3
Shipping Money for putting Pilots on Board:						
British Coasters — Ships. 4 — £. s. d. 6 10 —						
British Oversea — Ships. 2,995 — £. s. d. 5,704 9 —	—	— — —	—	— — —	—	— — —
Foreign Vessels — Ships. 2,402 — £. s. d. 4,062 — —						
5,401 — 9,772 19 —						
Total	—	30 5 6	—	1,477 4 1	—	4,543 8 —

Vessels Changing at Gravesend

	Number of Vessels.
Amount paid by Vessels which have to take or pay for two or more Pilots, with the Number of Vessels paying the same	5,279 5,843

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

(1.)—INWARDS.

BRITISH VESSELS. OVERSEA. Towed by Steam.		FOREIGN VESSELS. Not Towed by Steam.		FOREIGN VESSELS. Towed by Steam.		TOTALS.	
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.
-	-	1	5 13 4	-	-	1	5 13 4
-	-	1	5 6 -	-	-	1	5 6 -
5	49 2 2	287	3,338 16 -	62	651 3 7	355	4,046 12 6
2	22 13 -	-	-	-	-	2	22 13 -
-	-	-	-	1	4 1 3	1	4 1 3
1	5 15 9	-	-	-	-	1	5 15 9
2,015	21,804 3 10	84	878 19 4	410	5,695 1 9	2,812	31,124 4 8
223	2,179 10 7	23	202 7 -	92	971 6 7	404	3,936 5 7
-	-	-	-	1	11 2 6	2	21 8 -
-	-	-	-	-	-	1	3 18 6
1	12 8 3	-	-	1	10 4 -	2	22 12 3
1	2 15 -	3	12 2 6	2	14 6 6	7	32 1 6
1	3 15 -	1	6 9 -	2	9 9 -	8	33 5 6
-	-	1	1 10 -	-	-	1	1 10 -
-	-	7	22 19 -	-	-	7	22 19 -
-	-	2	5 14 -	-	-	2	5 14 -
-	-	14	107 11 -	-	-	14	107 11 -
-	-	2	10 15 6	-	-	2	10 15 6
-	-	1	11 5 -	-	-	1	11 5 -
1	16 - 3	-	-	-	-	1	16 - 3
11	104 13 11	-	-	-	-	11	104 13 11
-	-	-	-	1	6 18 -	1	6 18 -
-	-	1	3 13 3	-	-	1	3 13 3
38	63 17 -	6	12 13 -	19	28 16 -	64	109 7 -
2	7 17 -	11	50 9 6	7	87 11 3	25	191 1 -
—	—	-	—	-	—	-	—
-	35,574 11 6	-	16,117 9 4	-	18,086 10 1	-	75,829 8 6

VESSELS CHANGING AT GRAVESEND.

AMOUNT.		
For Pilotage below Gravesend.	For Pilotage above Gravesend.	TOTAL.
£. s. d.	£. s. d.	£. s. d.
54,472 4 4	-	—
-	18,097 19 6	

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

(2.)—OUTWARDS.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS.					
	COASTERS.				OVERSEA.	
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From Gravesend to Sea, Orfordness, and Downs	1	6 8 6	6	41 13 9	193	1,396 12 6
From Gravesend to Ramsgate	–	–	–	–	1	10 19 5
From Gravesend to Dover	–	–	–	–	5	36 13 6
From Gravesend to Dungeness	–	–	–	–	3	29 17 –
From Gravesend to Beachy Head	–	–	–	–	–	–
From Gravesend to Shoreham	–	–	–	–	–	–
From Gravesend to Isle of Wight	–	–	–	–	8	152 3 8
From Gravesend to Portland	–	–	–	–	–	–
From Gravesend to Start	–	–	–	–	–	–
From Gravesend to Plymouth	–	–	–	–	–	–
From Gravesend to Nore	–	–	–	–	–	–
From Gravesend to Southend	–	–	–	–	–	–
From Gravesend to Harwich	–	–	–	–	–	–
From Gravesend to Hull	–	–	–	–	–	–
From Gravesend to Shields	–	–	–	–	–	–
From Greenhithe and Long Reach to Downs	–	–	–	–	–	–
From Erith to Downs	–	–	–	–	–	–
From Blackwall and Woolwich to Sea, Orfordness, and Downs.	–	–	1	6 18 –	3	31 13 9
From Blackwall to Dover	–	–	–	–	–	–
From Blackwall to Dungeness	–	–	–	–	–	–
From Blackwall to Newhaven	–	–	–	–	–	–
From Blackwall to Hastings	–	–	–	–	–	–
From Blackwall to Beachy Head	–	–	–	–	–	–
From Blackwall to Isle of Wight	–	–	–	–	–	–
From Blackwall to Portland	–	–	–	–	–	–
From Blackwall to Start	–	–	–	–	–	–
From Blackwall to Plymouth	–	–	–	–	–	–
From Blackwall to Dartmouth	–	–	–	–	–	–
From Blackwall to Lizard	–	–	–	–	–	–
From Blackwall to Falmouth	–	–	–	–	–	–
From Blackwall to Nore	–	–	–	–	–	–

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

(2.)—OUTWARDS.

BRITISH VESSELS. OVERSEA. Towed by Steam.		FOREIGN VESSELS. Not Towed by Steam.		FOREIGN VESSELS. Towed by Steam.		TOTALS.	
No.	Amount.	No.	Amonnt.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.
309	2,503 17 1	1,051	7,180 18 7	501	3,068 7 –	2,061	14,198 17 5
– –	– – –	–	– – –	–	– – –	1	10 19 5
8	67 19 3	6	44 12 –	28	221 17 6	47	371 2 3
1	20 8 7	2	17 19 6	1	8 18 4	7	77 3 5
– –	– – –	–	– – –	1	24 10 9	1	24 10 9
1	24 16 –	–	– – –	–	– – –	1	24 16 –
36	802 19 6	6	108 18 –	6	164 12 3	56	1,228 13 5
– –	– – –	2	44 7 –	1	59 5 8	3	103 12 8
– –	– – –	–	– – –	2	55 13 –	2	55 13 –
2	75 15 5	–	– – –	–	– – –	2	75 15 5
– –	– – –	9	31 8 –	1	2 5 –	10	33 13 –
– –	– – –	–	– – –	1	1 10 –	1	1 10 –
1	7 8 6	1	7 1 6	–	– – –	2	14 10 –
1	6 10 –	–	– – –	–	– – –	1	6 10 –
– –	– – –	–	– – –	1	16 – –	1	16 – –
3	26 19 6	1	8 15 –	–	– – –	4	35 14 6
– –	– – –	7	48 13 –	2	13 16 –	9	62 9 –
550	6,022 4 3	4	45 16 6	32	282 3 1	590	6,388 15 7
18	275 9 4	1	8 15 6	11	174 18 10	30	459 3 8
1	24 – –	–	– – –	–	– – –	1	24 – –
1	13 4 5	–	– – –	–	– – –	1	13 4 5
2	48 16 5	–	– – –	–	– – –	2	48 16 5
2	38 14 11	–	– – –	–	– – –	2	38 14 11
118	2,877 4 8	–	– – –	1	27 3 4	119	2,904 8 –
2	38 10 10	–	– – –	–	– – –	2	38 10 10
28	989 52	–	– – –	1	25 10 –	29	1,014 15 2
16	524 19 7	–	– – –	1	27 7 6	17	552 7 1
1	34 16 –	–	– – –	–	– – –	1	34 16 –
– –	– – –	–	– – –	1	36 18 6	1	36 18 6
1	23 6 6	–	– – –	–	– – –	1	23 6 6
1	6 – 4	–	– – –	–	– – –	1	6 – 4

Corporation of Trinity House of Deptford Strond—*continued.*

(2.)—OUTWARDS—*continued.*

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS.					
	COASTERS.				OVERSEA.	
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From Blackwall to Yarmouth	–	–	–	–	–	–
From Blackwall to Grimsby	–	–	–	–	–	–
From Blackwall to Flushing	–	–	–	–	–	–
From London Docks, City Canal, St. Katherine's Docks, &c., to Sea, Orfordness, &c.	–	–	1	8 13 1	7	76 1 1
From London to Dover	–	–	–	–	1	7 5 6
From London to Dungeness	–	–	–	–	–	–
From London to Beachy Head	–	–	–	–	1	14 12 2
From London to Isle of Wight	–	–	–	–	–	–
From London to Start	–	–	–	–	–	–
From London to Nore	–	–	–	–	–	–
From London to Harwich	–	–	–	–	–	–
From Greenhithe and Long Reach to Gravesend	–	–	–	–	–	–
From Greenhithe to Nore	–	–	–	–	–	–
From Greenhithe to Portland	–	–	–	–	–	–
From Erith to Gravesend	–	–	–	–	–	–
From Blackwall to Greenhithe and Long Reach	–	–	–	–	–	–
From Blackwall to Gravesend	–	–	5	8 9 6	9	25 13 6
From London to Gravesend	–	–	914	1,487 13 10	8	22 12 3
From London to Blackwall	–	–	–	–	–	–
From London to Greenhithe and Long Reach	–	–	–	–	1	1 14 –
Lay Days, &c.	–	–	–	–	2	1 16 –
Distance Money	–	–	–	–	1	6 4 6
Total	–	6 8 6	–	1,553 8 2	–	1,799 6 8

Vessels Changing at Gravesend.

	Number of Vessels.
Amount paid by Vessels which have to take or pay for two or more Pilots, with the number of Vessels paying the same	2,078 2,183

Corporation of Trinity House of Deptford Strond—*continued.*

(2.)—OUTWARDS—*continued.*

BRITISH VESSELS. — OVERSEA.		FOREIGN VESSELS.				TOTALS.	
Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.
1	29 6 6	–	– – –	–	– – –	1	29 6 6
1	16 10 –	–	– – –	–	– – –	1	16 10 –
1	17 14 –	–	– – –	–	– – –	1	17 14 –
517	4,737 16 2	33	317 8 9	222	1,936 14 2	780	7,076 13 3
8	83 18 3	–	– – –	2	26 11 2	11	117 14 11
– –	– – –	–	– – –	1	10 13 6	1	10 13 6
– –	– – –	–	– – –	–	– – –	1	14 12 2
39	883 7 1	1	13 10 –	28	875 5 –	68	1,772 2 1
1	22 11 5	–	– – –	–	– – –	1	22 11 5
1	4 4 –	1	2 10 –	–	– – –	2	6 14 –
– –	– – –	–	– – –	1	6 19 6	1	6 19 6
4	11 3 9	14	19 4 –	7	8 – –	25	38 7 9
– –	– – –	–	– – –	1	3 12 3	1	3 12 3
1	29 4 10	–	– – –	–	– – –	1	29 4 10
– –	– – –	89	149 17 6	8	13 1 3	97	162 18 9
2	3 13 6	–	– – –	2	8 18 10	4	12 12 4
240	715 3 –	30	71 3 3	140	257 – 6	424	1,077 9 9
899	1,619 – 6	119	317 15 3	1,088	2,347 7 4	3,028	5,794 9 2
– –	– – –	–	– – –	3	4 16 6	3	4 16 6
1	1 17 6	1	1 12 6	1	3 2 3	4	8 6 3
6	14 2 –	4	22 19 –	2	1 16 –	14	40 13 –
1	7 – 3	3	12 3 –	–	– – –	5	25 7 9
– –	22,664 11 2	–	8,475 10 10	–	9,714 15 –	–	44,214 – 4

Vessels Changing at Gravesend.

AMOUNT.		
For Pilotage below Gravesend.	For Pilotage above Gravesend.	TOTAL.
£. s. d.	£. s. d.	£. s. d.
4,897 3 8	– – – –	—
– – – –	16,185 13 9	

Note.—In this Return the number of Vessels (both Inwards and Outwards) has not been totalled, because in very many instances Pilotage service has been rendered to the same Vessel for more than one of the distances specified and provided for in the scale of rates.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

OUTPORT DISTRICTS.

General Remark.—In the following classified returns of the amounts received for Pilotage at the Trinity House Outports, the Number of Vessel has not, in all cases, been totalled, because in many instances Pilotage Service has been rendered to the same Vessel for more than one of the Distance specified and provided for in the Scale of Rates.

ABERDOVEY.

NAMES of PILOTS.

See p. 20 of Parl. Paper, No. 408 of 1867.

RATES.

The Rates of Pilotage are the same as printed at p. 10 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour -	46	22 3 -	1	1 - -	2	2 18 -	-	- -	5	9 1 -	54	35 2 -
(2.)—OUTWARDS.												
From Harbour to Sea -	76	41 19 6	1	- 12 -	5	6 8 -	1	1 10 -	2	2 11 -	85	53 - 6

BEAUMARIS.

NAMES of PILOTS.

See p. 20 of Parl. Paper, No. 408 of 1867.

RATES.

The Rates of Pilotage are the same as printed at p. 11 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—BEAUMARIS—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
In Sea (outside the Sound (to Beaumaris Bay, Conway, and Bangor.	3	3 5 –	21	19 1 1	5	17 4 8	7	19 2 6	3	3 11 6	1	3 – –	40	65 4 9
In Sea (inside the Sound) to Beaumaris Bay, Conway, and Bangor.	2	1 16 –	6	3 7 8	4	14 13 6	–	– – –	1	2 9 –	–	– –	13	22 6 2
In Port Dinorwic to Cadnant.	551	148 19 9	–	– – –	–	– – –	–	– – –	–	– – –	–	– –	551	148 19 9
In Caernarvon to Cadnant.	4	1 15 –	6	1 14 –	–	– – –	2	1 13 –	–	– – –	–	– –	12	5 2 –
Days – – –	8	3 – –	–	– – –	–	– – –	–	– – –	–	– – –	–	– –	8	3 – –
TOTAL – – –	568	158 15 9	33	24 2 9	9	31 18 2	9	20 15 6	4	6 – 6	1	3 – –	624	244 12 8

(2.)—OUTWARDS.

In Beaumaris Bay, Conway, and Bangor, to Sea.	1	1 3 –	14	7 8 6	3	13 9 9	5	11 11 3	1	– 16 –	2	4 8 9	26	38 17 3
In Cadnant to Port Dinorwic.	752	200 2 3	3	– 16 –	–	– – –	1	– 14 3	–	– – –	–	– –	756	201 12 6
In Cadnant to Caernarvon	6	2 14 –	7	2 1 –	–	– – –	–	– – –	–	– – –	–	– –	13	4 15 –
TOTAL – – –	759	203 19 3	24	10 5 6	3	13 9 9	6	12 5 6	1	– 16 –	2	4 8 9	795	245 4 9

BRIDGWATER.

NAMES of PILOTS.

See p. 21 of Parl. Paper, No. 408 of 1867. Add the name of James Trep, junior, aged 45.

RATES of PILOTAGE.

See p. 37 of Parl. Paper, No. 251 of 1868.

Corporation of Trinity House of Deptford Strond—Bridgwater—*continued.*

AMOUNT received for Pilotage of Vessels in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s.
From Limits or Gore to Highbridge.	9	6 - 6	19	10 13 9	-	- - -	1	- 17 6	-	- - -	1	2 13 7	30	20 5
From Limits or Gore to Combwich.	-	- - -	-	- - -	-	- - -	1	5 17 -	-	- - -	1	3 1 3	2	8 18
From Limits or Gore to Burnham.	1	- 15 -	3	8 17 -	-	- - -	2	7 16 -	2	8 2 6	-	- - -	8	25 10
From Limits or Gore to Dunball.	-	- - -	1	1 7 -	-	- - -	-	- - -	-	- - -	-	- - -	1	1 7
From Limits or Gore to Bridgwater.	23	13 5 6	39	22 13 7	2	1 4 -	16	34 7 3	7	5 - 6	19	22 14 3	106	99 5
From Burnham to Dunball.	31	9 7 6	8	1 19 -	-	- - -	-	- - -	-	- - -	-	- - -	39	11 6
From Burnham to Highbridge.	6	1 19 -	6	1 12 8	-	- - -	-	- - -	-	- - -	-	- - -	12	3 11
From Burnham to Bridgwater.	550	170 1 7	670	168 10 1	1	- 7 6	1	1 2 6	-	- - -	2	2 8 4	1,224	342 10
From Dunball to Bridgwater.	1	- 6 -	1	- 4 6	-	- - -	-	- - -	-	- - -	-	- - -	2	- 10
From Highbridge to Bridgwater.	1	- 6 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	1	- 6
From Burnham to Pawlett	3	- 18 -	2	- 13 6	-	- - -	-	- - -	-	- - -	-	- - -	5	1 11
From Burnham to Combwich.	1	- 6 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	1	- 6
TOTAL - - -	626	203 5 1	749	216 10 8	3	1 11 6	21	50 - 3	9	13 3 -	23	30 17 5	1,431	515 7 11

(2.)—OUTWARDS.

From Bridgwater to Pawlett.	-	- - -	9	2 6 10½	-	- - -	-	- - -	-	- - -	-	- - -	9	2 6 10
From Bridgwater to Burnham.	78	22 10 5	265	73 12 -	-	- - -	1	- 17 6	-	- - -	3	- 17 7½	347	97 17 6
From Bridgwater to Limits or Gore.	6	3 19 -	14	13 3 2	1	- 12 -	5	8 8 5	3	1 16 6	10	19 5 10	39	47 4 11
From Dunball to Burnham.	9	2 15 6	3	- 13 6	-	- - -	-	- - -	-	- - -	-	- - -	12	3 9 -
From Pawlett to Burnham.	3	- 18 -	11	3 3 7	-	- - -	-	- - -	-	- - -	-	- - -	14	4 1 7
From Highbridge to Burnham.	5	1 18 6	5	2 2 4½	-	- - -	-	- - -	-	- - -	-	- - -	10	4 - 10
From Combwich to Limits	-	- - -	-	- - -	-	- - -	1	5 12 -	-	- - -	-	- - -	1	5 12 -
From Highbridge to Limits.	2	- 17 6	14	8 - 9	-	- - -	-	- - -	-	- - -	2	4 16 8	18	13 14 11
From Dunball to Limits	-	- - -	1	1 2 6	-	- - -	-	- - -	-	- - -	-	- - -	1	1 2 6
From Burnham to Limits	1	- 15 -	5	16 8 6	-	- - -	1	3 6 -	-	- - -	1	2 3 10	8	22 13 4
From Bridgwater to Dunball.	-	- - -	1	- 4 6	-	- - -	-	- - -	-	- - -	-	- - -	1	- 4 6
From Combwich to Burnham.	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	1	1 13 9	1	1 13 9
TOTAL - - -	104	33 13 11	328	120 17 9	1	- 12 -	8	18 3 11	3	1 16 6	17	28 17 8½	461	204 1 9½

BRIDPORT.

NAMES of PILOTS.

See p. 14, of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 13 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—BRIDPORT—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount.	FOREIGN VESSELS. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
n Sea to Harbour - - -	59	27 17 1	4	4 15 6	4	5 14 –	67	38 6 7

(2.)—OUTWARDS.

n Harbour to Sea - - -	66	21 16 9	1	1 3 9	2	1 19 –	69	24 19 6

CAERNARVON.

NAMES of PILOTS.

See p. 15 of Parl. Paper, No. 416 of 1864. Omit the name of Hugh Jones ; and add the name of Richard Jones, aged 45.

RATES.

The Rates of Pilotage are the same as printed at p. 14 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	BRITISH VESSELS. COASTERS. Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA. Towed by Steam. No.	Amount.	FOREIGN VESSELS.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.			£. s. d.
m Outer Buoy or Bar Caernarvon.	48	27 6 –	1	– 6 –	3	6 2 6	1	2 1 3	- - nil - -	53	35 15 9
m Port Dinorwic to uter Buoy or Bar.	13	9 6 –	–	- -	–	- -	1	– 10 –	- - nil - -	14	9 16 –
TOTAL - - -	61	36 12 –	1	– 6 –	3	6 2 6	2	2 11 3	—	67	45 11 9

(2.)—OUTWARDS.

m Caernarvon to Bar r Outer Buoy.	148	110 12 –	2	1 4 –	3	2 14 –	4	4 2 5	- - nil - -	157	118 12 5
m Outer Buoy to Port Dinorwic.	39	27 19 –	–	- -	–	- -	–	- -	- - nil - -	39	27 19 –
TOTAL - - -	187	138 11 –	2	1 4 –	3	2 14 –	4	4 2 5	—	196	146 11 5

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

CARLISLE.

NAMES of PILOTS.

See p. 16 of Parl. Paper, No. 433 of 1866.

RATES of PILOTAGE.

See p. 16 of Parl. Paper, No. 433 of 1866.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Maryport to Silloth -	7	6 1 5½	4	2 7 3½	4	3 17 5½	2	2 6 4	4	4 10 9½	21	19 3 4
From Maryport to Annan -	5	7 15 9	–	- -	1	1 14 1½	–	- -	–	- -	6	9 9 10
TOTAL - - -	12	13 17 2½	4	2 7 3½	5	5 11 7	2	2 6 4	4	4 10 9½	27	28 13 2

(2.)—OUTWARDS.

From Silloth to Maryport -	–	- -	2	1 5 7	–	- -	–	- -	–	- -	2	1 5 7

COLCHESTER.

NAMES of PILOTS.

See p. 17 of Parl. Paper, No. 416 of 1864.

RATES of PILOTAGE.

See p. 17 of Parl. Paper, No. 433 of 1866.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—COLCHESTER—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount.	FOREIGN VESSELS. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
om Pyefleet to Wivenhoe - -	33	28 19 3	–	- - -	5	6 15 –	38	35 14 3
m Pyefleet to Colchester - -	6	7 7 –	1	1 4 –	2	2 9 6	9	11 – 6
m Colne to Colchester - -	5	6 – 1	–	- - -	7	11 16 –	12	17 16 1
m Colne to Wivenhoe - - -	14	11 4 3	1	– 18 –	3	4 6 6	18	16 8 9
m Wivenhoe to Colchester - -	–	- - -	–	- - -	1	– 10 6	1	– 10 6
m Wivenhoe to Eaglehurst - -	–	- - -	–	- - -	1	1 7 6	1	1 7 6
m Eastness to Wivenhoe - -	–	- - -	–	- - -	1	2 – 6	1	2 – 6
m Bar to Wivenhoe - - -	1	1 7 6	–	- - -	–	- - -	1	1 7 6
tance Money - - - -	–	- - -	–	- - -	4	10 13 9	4	10 13 9
TOTAL - - -	59	54 18 1	2	2 2 –	24	39 19 3	85	96 19 4

(2.)—OUTWARDS.

om Wivenhoe to Pyefleet - -	39	25 10 6	–	- - -	2	2 12 3	41	28 2 9
om Colchester to Pyefleet - -	–	- - -	–	- - -	2	2 6 6	2	2 6 6
om Wivenhoe to Eastness - -	–	- - -	–	- - -	1	3 8 6	1	3 8 6
om Wivenhoe to Colne - -	7	4 10 9	–	- - -	1	2 – –	8	6 10 9
om Wivenhoe to Gatt Road - -	–	- - -	–	- - -	1	1 4 9	1	1 4 9
om Colchester to Colne - -	–	- - -	–	- - -	5	5 16 –	5	5 16 –
om Wivenhoe to Eaglehurst - -	–	- - -	–	- - -	1	1 – –	1	1 – –
TOTAL - - -	46	30 1 3	–	- - -	13	18 8 –	59	48 9 3

COWES AND PORTSMOUTH DISTRICTS.

NAMES of PILOTS.

COWES.

See p. 25 of Parl. Paper, No. 408 of 1867. Omit the name of Henry Page, junior.

PORTSMOUTH.

See p. 25 of Parl. Paper, No. 408 of 1867

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—COWES AND PORTSMOUTH—*continued.*

RATES.

The Rates of Pilotage are the same as printed at p. 18 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS at the Ports of *Cowes* and *Portsmouth* in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Portsmouth Harbour.	–	– – –	5	12 – 9	14	57 3 6	4	14 3 6	37	170 7 6	2	9 19 6	62	263 14 9
From Sea to Spithead	–	– – –	1	2 16 3	42	169 6 9	15	50 3 6	31	94 12 9	18	79 8 3	107	396 7 6
From Spithead to Portsmouth Harbour.	–	– – –	7	10 17 8	6	8 10 –	16	25 7 9	2	2 – 6	1	– 19 6	32	47 15 5
From Sea to Motherbank	2	3 9 4	–	– – –	27	88 1 3	1	2 8 9	62	199 6 3	23	98 4 9	115	391 10 4
From Sea to Cowes	–	– – –	–	– – –	13	57 14 6	5	15 5 7	58	190 – 1	109	432 14 6	185	695 14 8
From Sea to Leap	–	– – –	1	3 3 9	14	55 5 6	92	357 2 5	15	50 4 11	4	13 2 10	126	478 19 5
From Sea to Stokes Bay	–	– – –	–	– – –	1	3 10 –	–	– – –	12	40 17 6	3	11 8 4	16	55 15 10
From Sea to Calshot	–	– – –	–	– – –	–	– – –	–	– – –	3	11 18 –	8	32 8 6	11	44 6 6
From Sea to St. Helen's	–	– – –	–	– – –	4	5 6 10	–	– – –	8	13 – 3	–	– – –	12	18 7 1
From Sea to Brambles	–	– – –	–	– – –	2	6 10 –	–	– – –	–	– – –	–	– – –	2	6 10 –
From Needles to Leap	–	– – –	–	– – –	1	3 – –	1	3 7 6	–	– – –	–	– – –	2	6 7 6
From Jack-in-the-Basket to Lymington.	33	39 15 –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	33	39 15 –
From Cowes Roads to Cowes Harbour.	9	8 6 6	–	– – –	1	2 19 6	–	– – –	5	4 – 7	–	– – –	15	15 6 7
From Sea to Chichester and Langston.	86	93 6 –	1	1 6 –	–	– – –	–	– – –	–	– – –	–	– – –	87	94 12 –
From Nab to Portsmouth	–	– – –	1	2 5 –	–	– – –	–	– – –	–	– – –	–	– – –	1	2 5 –
From Sea to Lymington	–	– – –	–	– – –	–	– – –	–	– – –	2	7 2 6	–	– – –	2	7 2 6
From Sea to Yarmouth Roads	–	– – –	–	– – –	4	3 16 6	–	– – –	1	5 – –	–	– – –	5	8 16 6
From Needles to Cowes	–	– – –	–	– – –	1	3 5 –	–	– – –	–	– – –	–	– – –	1	3 5 –
From Sea to Southampton	–	– – –	–	– – –	–	– – –	1	2 – –	4	16 18 –	2	7 19 6	7	26 17 6
From Lymington Roads to Cowes Harbour.	–	– – –	–	– – –	1	2 10 –	–	– – –	–	– – –	–	– – –	1	2 10 –
From St. Helen's to Spithead	–	– – –	–	– – –	–	– – –	–	– – –	1	2 – –	–	– – –	1	2 – –
From St. Helen's to Portsmouth	–	– – –	–	– – –	–	– – –	1	2 19 3	–	– – –	–	– – –	1	2 19 3
Lay Days	–	– – –	–	– – –	4	3 10 6	7	7 7 –	23	27 7 –	–	– – –	34	38 4 6
Distance Money	–	– – –	–	– – –	1	3 – –	34	125 – –	7	8 12 2	1	2 2 –	43	138 14 2
TOTAL	130	144 16 10	16	32 9 5	136	473 9 10	177	605 5 3	271	843 8 –	171	688 7 8	901	2,787 17 –

(2.)—OUTWARDS.

From Portsmouth to Sea	–	– – –	6	12 13 8	14	46 14 –	13	57 2 7	40	148 11 6	–	– – –	73	265 1 9
From Spithead to Sea	–	– – –	–	– – –	22	100 15 6	12	42 5 3	5	17 – –	5	23 2 3	44	183 3 –
From Portsmouth Harbour to Spithead.	1	1 – –	6	8 17 9	3	6 8 –	5	7 11 6	–	– – –	–	– – –	15	23 17 3
From Motherbank to Sea	–	– – –	–	– – –	17	57 12 3	–	– – –	23	75 19 4	1	2 5 –	41	135 16 7
From Cowes Roads to Sea	–	– – –	–	– – –	10	40 14 6	4	12 13 1	36	120 1 3	87	335 14 –	137	509 2 10
From Cowes Harbour to Cowes Roads.	–	– – –	–	– – –	1	– 18 –	–	– – –	7	5 17 5	–	– – –	8	6 15 5
From Chichester and Langston to Sea.	30	21 8 –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	30	21 8 –
From St. Helen's to Sea	–	– – –	–	– – –	1	2 2 6	–	– – –	3	5 10 3	–	– – –	4	7 12 9
From Yarmouth Roads to Sea	–	– – –	–	– – –	5	6 – 3	–	– – –	3	3 4 10	–	– – –	8	9 5 1
From Leap to Sea	–	– – –	–	– – –	2	4 10 –	–	– – –	–	– – –	–	– – –	2	4 10 –
From St. Helen's to Motherbank	–	– – –	–	– – –	–	– – –	–	– – –	1	1 10 –	–	– – –	1	1 10 –
Distance Money	–	– – –	–	– – –	5	29 8 9	3	10 7 6	3	4 10 –	–	– – –	11	44 6 3
TOTAL	31	22 8 –	12	21 11 5	80	295 3 9	37	129 19 11	121	382 4 7	93	361 1 3	374	1,212 8 11

DARTMOUTH.

NAMES of PILOTS.

See p. 27 of Parl. Paper, No. 408 of 1867. John Williams has resigned. Omit the name of William Lovell, aged 34.

RATES.

The Rates of Pilotage are the same as printed at p. 21 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour -	25	24 5 6	5	6 2 3	43	70 9 6	23	39 2 10	23	58 – –	20	47 6 1	139	245 6 2
From Sea to Torbay -	–	– – –	–	– – –	–	– – –	–	– – –	2	1 17 –	1	3 9 –	3	5 6 –
Distance Money - -	–	– – –	–	– – –	1	2 2 –	–	– – –	–	– – –	3	11 11 –	4	13 13 –
TOTAL - - -	25	24 5 6	5	6 2 3	44	72 11 6	23	39 2 10	25	59 17 –	24	62 6 1	146	264 5 2

(2.)—OUTWARDS.

From Harbour to Sea -	6	5 5 2	2	2 11 –	23	23 1 10	20	19 14 1	10	12 6 11	22	41 12 8	83	104 11 8
From Torbay to Sea -	–	– – –	–	– – –	–	– – –	–	– – –	1	3 – –	–	– – –	1	3 – –
Distance Money - -	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	1	2 – –	1	2 – –
TOTAL - - -	6	5 5 2	2	2 11 –	23	23 1 10	20	19 14 1	11	15 6 11	23	43 12 8	85	109 11 8

EXETER.

NAMES of PILOTS.

See p. 20 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 22 of Parl. Paper, No. 264 of 1863.

Corporation of Trinity House of Deptford Strond—Exeter—*continued.*

AMOUNT received for Pilotage of Vessels in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Axmouth -	14	7 17 –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	14	7 17 –
From Sea to Bight at Exmouth.	191	275 14 6	54	98 1 8	32	75 3 4	19	62 7 –	21	43 5 10	17	47 11 10	334	602 4 2
From Bight at Exmouth to Turf.	50	24 15 2	53	25 6 5	5	1 16 2	6	5 1 6	2	– 18 –	5	2 1 5	121	59 18 8
From Bight at Exmouth to Topsham.	67	43 7 4	24	14 12 8	3	2 3 6	7	9 1 6	1	1 5 8	4	2 16 11	106	73 7 7
From Turf *viâ* Canal to Exeter.	1	– 17 5	2	– 15 –	–	– – –	–	– – –	–	– – –	–	– – –	3	1 12 5
From Sea to Turf - -	2	3 8 6	3	7 7 9	1	2 10 8	–	– – –	–	– – –	1	2 18 5	7	16 5 4
Distance Money - -	–	– – –	–	– – –	–	– – –	–	– – –	1	2 2 –	–	– – –	1	2 2 –
Total - - -	325	355 19 11	136	146 3 6	41	81 13 8	32	76 10 –	25	47 11 6	27	55 8 7	586	763 7 2

(2.)—OUTWARDS.

From Topsham to Exmouth	55	38 19 7	16	12 12 3	1	– 13 –	1	2 16 3	2	1 18 –	2	1 12 9	77	58 11 10
From Turf to Exmouth -	71	37 10 3	27	16 17 11	–	– – –	–	– – –	–	– – –	–	– – –	98	54 8 2
From Bight at Exmouth to Sea.	56	38 – 7	11	8 15 7	13	13 4 8	8	10 19 8	16	18 17 9	3	4 4 10	107	94 3 1
Total - - -	182	114 10 5	54	38 5 9	14	13 17 8	9	13 15 11	18	20 15 9	5	5 17 7	282	207 3 1

FALMOUTH.

NAMES of PILOTS.

See p. 28 of Parl. Paper, No. 408 of 1867.

Add the names of—

Joseph Dark (2) - - - - -	aged 27	Arthur Chard - - - - - -	aged 26
Samuel F. Lowry - - - - -	- 25	Samuel Collins - - - - -	- 25
Hugh Andrew - - - - - -	- 24	George Fittock - - - - -	- 25

RATES.

The Rates of Pilotage are the same as printed at p. 24 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—FALMOUTH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

STANCES for which ILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.									
	Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
off the Lizard and allel thereof to mouth and places hin an imaginary drawn from the hthouse on St. thony's Point to Block House on ndennis Point.	–	– –	115	485 14 7	10	31 8 6	351	1,350 6 7	4	20 – 6	480	1,887 10 2
Sea outside an aginary line drawn n the Manacles the Dodman to mouth and places hin the imaginary above stated.	2	3 14 –	888	2,112 14 3	187	373 15 1	1,215	2,928 11 3	127	262 10 –	2,419	5,681 4 7
Sea inside an aginary line drawn m the Manacles the Dodman to lmouth and places thin the imaginary e above stated.	–	– –	36	56 12 6	10	17 11 7	41	63 19 2	6	10 2 6	93	148 5 9
Sea to Helford -	–	– –	–	– –	–	– –	2	4 2 –	–	– –	2	4 2 –
sporting within the arbour and Lay ays.	–	– –	1	1 11 6	1	1 – 3	1	1 1 –	–	– –	3	3 12 9
nce Money -	–	– –	8	13 13 –	–	– –	35	49 8 6	–	– –	43	63 1 6
TOTAL - - -	2	3 14 –	1,048	2,670 5 10	208	423 15 5	1,645	4,397 8 6	137	292 13 –	3,040	7,787 16 9

(2.)—OUTWARDS.

Falmouth and aces within an aginary line drawn om the Lighthouse St. Anthony's oint to the Block ouse on Pendennis oint to Sea.	–	– –	445	968 18 4	544	1,040 12 1	406	1,057 9 –	697	1,360 18 5	2,092	4,427 17 10
Falmouth, &c. to e Lizard.	–	– –	8	20 11 –	9	17 8 4	12	34 13 –	13	26 10 –	42	99 2 4
TOTAL - - -	–	– –	453	989 9 4	553	1,058 – 5	418	1,092 2 –	710	1,387 8 5	2,134	4,527 – 2

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

FLEETWOOD-ON-WYRE.

NAMES of PILOTS.

See p. 23 of Parl. Paper, No. 416 of 1864. Omit the name of Robert Gerrard.

RATES.

The Rates of Pilotage are the same as printed at p. 25 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.									
	Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From First Distance off Rossall Point, in a line with Pile à Foudre, to Fleetwood Harbour.	1	1 4 –	3	10 2 6	11	40 3 3	4	16 9 6	1	2 13 1	20	70 12 4
From Second and Third Distances (the Lighthouse), and one mile outside, to Fleetwood Harbour.	4	3 6 9	2	2 8 –	7	18 16 9	1	2 9 6	1	3 5 10	15	30 6 10
From Fourth Distance (inside the Lighthouse) to Fleetwood Harbour.	193	105 16 –	–	– – –	1	1 7 –	–	– – –	–	– – –	194	107 3 –
Lay Days, &c. – –	–	– – –	4	2 2 –	5	4 4 6	1	– 10 6	1	1 1 –	11	7 18 –
Distance Money – –	–	– – –	3	8 1 –	5	11 11 –	2	4 4 –	–	– – –	10	23 16 –
TOTAL – – –	198	110 6 9	12	22 13 6	29	76 2 6	8	23 13 6	3	6 19 11	250	239 16 2

(2.)—OUTWARDS.

From Fleetwood Harbour to Sea.	17	8 4 –	3	6 10 1	20	21 19 3	2	2 11 4	5	5 19 2	47	45 3 10

FOWEY.

NAMES of PILOTS.

See p. 30 of Parl. Paper, No. 408 of 1867.

RATES.

The Rates of Pilotage are the same as printed at p. 26 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—FOWEY—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS. Not Towed by Steam.		OVERSEA. Not Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Sea (outside the limits) Harbour of Fowey, vagissey Pier, Charles-, and Looe.	–	– – –	–	– – –	7	17 18 6	7	17 18 6
Sea (within the limits) Harbour of Fowey, vagissey Pier, Charles-, and Looe.	256	103 15 11	3	5 5 –	37	39 18 3	296	148 19 2
porting within the Dis-t and Lay Days.	–	– – –	1	1 1 –	2	1 4 –	3	2 5 –
nce Money – – –	–	– – –	1	10 – –	3	7 1 –	4	17 1 –
TOTAL – – –	256	103 15 11	5	16 6 –	49	66 1 9	310	186 3 8

(2.)—OUTWARDS.

Harbour of Fowey, vagissey Pier, Charles-, and Looe, &c. (within limits) to Sea.	205	86 13 2	2	2 6 6	23	25 18 9	230	114 18 5
Harbour of Fowey, vagissey Pier, Pentuan sin, Charleston Basin, Looe (outside the its) to Sea.	–	– – –	–	– – –	5	7 1 10	5	7 1 10
TOTAL – – –	205	86 13 2	2	2 6 6	28	33 – 7	235	122 – 3

HARWICH.

NAMES of PILOTS.

See p. 24 of Parl. Paper, No. 416 of 1864. Omit the names of Benjamin Steers and James Thompson.

RATES.

The Rates of Pilotage are the same as printed at p. 27 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—HARWICH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s.
From Sea or Orfordness to Harwich.	9	18 18 –	3	9 9 –	22	72 6 –	7	21 8 3	22	73 10 –	6	19 18 6	69	215 9
From Rolling Grounds to Harwich.	5	7 7 –	2	3 3 –	6	10 9 –	–	– – –	6	8 18 6	–	– – –	19	29 17
From Wrabness to Mistley	179	89 13 8	4	1 19 –	3	2 3 4	–	– – –	7	5 5 7	–	– – –	193	99 1
From Wrabness to Manningtree.	4	1 12 6	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	4	1 12
From Lowestoft to Harwich	–	– – –	–	– – –	1	7 4 –	–	– – –	7	39 12 –	–	– – –	8	46 16
From Southwold to Harwich.	–	– – –	–	– – –	1	4 4 –	–	– – –	5	25 3 –	–	– – –	6	29 7
From Harwich to Wrabness	4	2 13 3	–	– – –	–	– – –	–	– – –	8	5 5 7	–	– – –	12	7 18
From Orfordness to Eastness.	–	– – –	–	– – –	1	2 8 –	–	– – –	1	3 – –	–	– – –	2	5 8
TOTAL - - -	201	120 4 5	9	14 11 –	34	98 14 4	7	21 8 3	56	160 14 8	6	19 18 6	313	435 11

(2.)—OUTWARDS.

From Manningtree to Wrabness.	6	2 7 6	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	6	2 7
From Mistley to Wrabness	174	84 4 2	1	– 9 –	3	2 3 4	–	– – –	3	1 17 10	–	– – –	181	88 14
From Harwich to Rolling Grounds.	–	– – –	–	– – –	1	2 2 –	–	– – –	1	1 1 –	–	– – –	2	3 3
From Harwich to Sea -	1	1 11 6	1	1 11 6	3	6 9 –	3	19 3 9	6	17 1 6	1	7 6 6	15	53 3
From Wrabness to Harwich	4	2 13 3	–	– – –	–	– – –	–	– – –	5	3 17 7	–	– – –	9	6 10
From Rolling Grounds to Sea.	–	– – –	–	– – –	–	– – –	–	– – –	1	1 1 –	–	– – –	1	1 1
TOTAL - - -	185	90 16 5	2	2 – 6	7	10 14 4	3	19 3 9	16	24 18 11	1	7 6 6	214	155 –

HOLYHEAD.

NAMES of PILOTS.

See p. 25 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 28 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—HOLYHEAD—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Old Harbour -	1	– 10 6	1	– 7 10	8	12 12 –	6	18 14 8	4	7 5 3	2	6 8 7	22	45 18 10
From Sea to New Harbour	3	2 12 6	1	1 19 4	39	72 2 9	36	92 15 –	20	34 19 3	12	21 6 2	111	225 15 –
TOTAL - - -	4	3 3 –	2	2 7 2	47	84 14 9	42	111 9 8	24	42 4 6	14	27 14 9	133	271 13 10

(2.)—OUTWARDS.

From Old Harbour to Sea -	–	– –	1	– 7 10	6	9 3 9	6	16 13 –	3	5 3 3	3	11 9 7	19	42 17 5
From New Harbour to Sea	1	1 11 6	–	– –	19	29 10 4	39	78 12 1	13	21 15 6	7	14 – 8	79	145 10 1
TOTAL - - -	1	1 11 6	1	– 7 10	25	38 14 1	45	95 5 1	16	26 18 9	10	25 10 3	98	188 7 6

IPSWICH.

NAMES of PILOTS.

See p. 26 of Parl. Paper, No. 416 of 1864. Omit the name of Geo. Beaumont; and add those of John Hadgraft and William James Bird, aged 27.

RATES.

The Rates of Pilotage are the same as printed at p. 29 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Harwich to Downham Reach.	97	44 14 3	35	13 18 6	45	23 10 7	13	6 8 4	65	30 13 4	32	16 18 2	287	136 3 2
From Levington Creek to Downham Reach.	101	30 8 11	6	2 7 11	5	1 8 9	–	– –	7	1 17 9	–	– –	119	36 3 4
From Downham Reach to Ipswich.	426	222 3 1	348	159 18 11	61	36 3 6	51	29 16 6	53	27 14 9	50	27 12 5	989	503 9 2
From Levington Creek to Ipswich.	3	2 15 4	1	– 18 –	–	– –	–	– –	–	– –	2	2 – 5	6	5 13 9
From Harwich to Ipswich	2	1 12 8	6	5 2 7	2	2 2 9	4	5 5 4	1	– 15 9	4	5 9 8	19	20 8 9
TOTAL - - -	629	301 14 3	396	182 5 11	113	63 5 7	68	41 10 2	126	61 1 7	88	52 – 8	1,420	701 18 2

(2.)—OUTWARDS.

From Ipswich to Downham Reach.	306	141 7 –	157	58 – 10	13	6 6 10	7	3 13 1	1	– 11 10	2	1 9 –	486	211 8 7
From Ipswich to Levington Creek.	50	37 1 2	59	35 18 5	1	– 4 –	–	– –	–	– –	1	– 8 1	111	73 11 8
From Ipswich to Harwich -	54	55 10 1	57	42 9 3	24	26 18 4	13	10 17 4	50	42 6 1	45	36 1 10	243	214 2 11
TOTAL - - -	410	233 18 3	273	136 8 6	38	33 9 2	20	14 10 5	51	42 17 11	48	37 18 11	840	499 3 2

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

LOWESTOFT.

NAMES of PILOTS.

See p. 27 of Parl. Paper, No. 416 of 1864. Omitting the names of John Butcher and John Golder, who have ceased to act.

RATES.

The Rates of Pilotage are the same as printed at p. 30 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Roads	–	– –	–	– –	17	60 13 –	–	– –	24	71 5 –	–	– –	41	131 18 –
From Roads to Harbour	9	6 7 9	117	95 13 8	8	12 5 9	23	18 6 5	5	14 10 –	37	28 6 8	199	175 10 3
Lay Days, Tide Work, &c.	–	– –	–	– –	–	– –	–	– –	4	1 12 –	–	– –	4	1 12 –
Distance Money	–	– –	–	– –	–	– –	–	– –	8	11 14 –	–	– –	8	11 14 –
TOTAL	9	6 7 9	117	95 13 8	25	72 18 9	23	18 6 5	41	99 1 –	37	28 6 8	252	320 14 3

(2.)—OUTWARDS.

From Harbour to Roads	1	– 15 –	46	34 15 6	4	4 12 6	17	15 6 3	12	13 11 3	17	10 17 3	97	79 17 9
From Roads to Sea	–	– –	–	– –	1	1 13 9	–	– –	13	25 5 3	–	– –	14	26 19 –
TOTAL	1	– 15 –	46	34 15 6	5	6 6 3	17	15 6 3	25	38 16 6	17	10 17 3	111	106 16 9

MALDON.

NAMES of PILOTS.

See p. 34 of Parl. Paper, No. 408 of 1867. Add the name of John Barridge, aged 28.

RATES.

The Rates of Pilotage are the same as printed at p. 31 of Parl. Paper, No. 264, of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—MALDON—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.							
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
om Stangate to Maldon - -	200	118 18 9	5	3 3 9	6	3 15 9	–	– –	211	125 18 3
om Eastness to Stangate - -	–	– –	–	– –	–	– –	1	1 2 6	1	1 2 6
om Eastness to Maldon - -	–	– –	–	– –	2	4 19 –	–	– –	2	4 19 –
TOTAL - - -	200	118 18 9	5	3 3 9	8	8 14 9	1	1 2 6	214	131 19 9
(2.)—OUTWARDS.										
om Maldon to Stangate - -	213	100 12 11	–	– –	3	6 10 6	–	– –	216	107 3 5
om Maldon to Sea - - -	–	– –	–	– –	1	4 7 9	–	– –	1	4 7 9
om Maldon to Eastness - -	1	– 16 6	–	– –	2	5 12 6	–	– –	3	6 9 –
TOTAL - - -	214	101 9 5	–	– –	6	16 10 9	–	– –	220	118 – 2

MILFORD.

NAMES of PILOTS.

See p. 35 of Parl. Paper, No. 408 of 1866.

RATES.

The Rates of Pilotage are the same as printed at p. 32 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
om Sea to Milford Harbour, below a line from Newton Noyse Point to Martin's Haven.	–	– –	4	4 2 4	7	21 14 9	5	21 2 6	1	4 16 –	1	4 18 –	18	56 13 7
om Milford to Pembroke Dock -	1	1 7 6	–	– –	–	– –	1	– 13 6	–	– –	–	– –	2	2 1 –
om Sea, above the said line, to Milford Haven.	1	1 10 –	–	– –	1	2 9 –	3	5 19 2	–	– –	1	– 18 9	6	10 16 11
om Sea to Pembroke Dock -	1	2 18 6	1	2 18 6	1	3 5 –	–	– –	6	22 6 –	1	– 18 9	10	32 6 9
TOTAL - - -	3	5 16 –	5	7 – 10	9	27 8 9	9	27 15 2	7	27 2 –	3	6 15 6	36	101 18 3
(2.)—OUTWARDS.														
om Milford Harbour, above a line drawn from Newton Noyse Point to Martin's Haven, to Sea.	1	1 10 –	1	– 15 –	1	1 5 –	–	– –	–	– –	–	– –	3	3 10 –
om Milford Harbour, below the said line, to Sea.	–	– –	–	– –	2	3 9 2	3	4 13 –	2	3 19 –	1	4 18 –	8	16 19 2
om Pembroke Dock to Sea -	–	– –	4	6 18 4	1	5 5 –	1	2 16 1	4	13 2 6	1	1 10 5	11	29 12 4
om Neyland to Sea - -	–	– –	1	3 3 –	1	2 14 6	1	1 18 9	3	5 19 6	–	– –	6	13 15 9
om Neyland to Milford - -	–	– –	–	– –	–	– –	2	3 10 6	–	– –	–	– –	2	3 10 6
om Pembroke Dock to Milford -	1	– 14 –	–	– –	–	– –	–	– –	–	– –	–	– –	1	– 14 –
TOTAL - - -	2	2 4 –	6	10 16 4	5	12 13 8	7	12 18 4	9	23 1 –	2	6 8 5	31	67 11 9

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

NEATH.

NAMES of PILOTS.

See p. 36 of Parl. Paper, No. 408 of 1867. Add the names of Henry Gerrol, aged 33; David Reynolds, aged 31; Lewis Williams, aged 28; and W. S. Perrott, aged 29. Omit the names of William Phillips, Lewis Reynolds, Thomas Griffiths, and James Vaughan.

Limits:—From the outside of Neath Bar into the Port and Harbour of Neath, and *vice versâ*.

RATES of PILOTAGE.

See p. 52 of Parl. Paper, No. 251 of 1868.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea or Outer Buoy to First Station.	131	71 19 5	1,245	633 10 –	5	3 4 –	12	5 14 9	92	33 – 9	1,485	747 8 11
From Sea or Outer Buoy to Second Station.	20	11 9 10	157	82 17 10	2	1 – 8	8	3 14 4	31	12 – 11	218	111 3 7
From Sea or Outer Buoy to Third Station.	6	3 7 10	49	24 8 6	–	- -	–	- -	3	1 15 2	58	29 11 6
TOTAL - - -	157	86 17 1	1,451	740 16 4	7	4 4 8	20	9 9 1	126	46 16 10	1,761	888 4 –

(2.)—OUTWARDS.

From First Station or Outer Buoy to Sea.	78	44 15 11	1,260	751 14 9	5	4 2 6	13	7 6 9	91	41 – 9	1,447	849 – 8
From Second Station or Outer Buoy to Sea.	17	11 4 8	167	120 4 5	4	3 16 9	7	3 17 5	33	16 11 1	228	155 14 4
From Third Station or Outer Buoy to Sea.	5	2 16 1	49	27 9 6	1	1 9 3	–	- -	3	1 11 9	58	33 6 7
TOTAL - - -	100	58 16 8	1,476	899 8 8	10	9 8 6	20	11 4 2	127	59 3 7	1,733	1,038 1 7

NEWHAVEN.

NAMES of PILOTS.

See p. 36 of Parl. Paper, No. 408 of 1867. Add the name of William Howell, aged 37; and omit the names of Charles Terry and William Miller.

RATES.

The Rates of Pilotage are the same as printed at p. 35 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—NEWHAVEN—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour of Newhaven.	112	121 15 6	226	257 5 3	1	– 15 9	3	3 11 3	7	7 5 –	14	16 15 5	359	407 8 2

(2.)—OUTWARDS.

From Harbour of Newhaven to Sea.	99	56 3 9	203	89 5 3	2	1 3 7	1	1 4 4	4	2 7 6	12	6 12 2	321	156 16 7

PADSTOW.

NAMES of PILOTS.

See p. 30 of Parl. Paper, No. 433 of 1866. Add the name of T. H. N. Edyonne, aged 27; and omit the names of Andrew Truscott, and Matthew Ryley.

RATES.

The Rates of Pilotage are the same as printed at p. 36 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Stepper Point to Padstow.	282	113 10 8	1	– 16 10	20	16 10 4	3	4 13 –	12	19 6 10	1	3 15 –	319	158 12 8

(2.)—OUTWARDS.

From Padstow to Stepper Point.	95	16 16 –	2	1 6 10	4	2 5 10	2	3 15 –	7	4 13 8	–	– –	110	28 17 4

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

PENZANCE.

NAMES of PILOTS.

See p. 31 of Parl. Paper, No. 433 of 1866.

RATES.

The Rates of Pilotage are the same as printed at p. 37 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Roadsteads and Piers in Mount's Bay.	44	21 7 –	48	18 12 –	11	12 19 6	11	16 8 3	26	31 8 –	140	100 14 9
From Roadsteads to either of the Piers in Mount's Bay.	–	– – –	–	– – –	1	– 18 –	–	– – –	3	2 15 6	4	3 13 6
Distance Money – – – – –	1	– 5 –	–	– – –	5	1 10 –	3	2 7 –	24	19 4 –	33	23 6 –
TOTAL – – –	45	21 12 –	48	18 12 –	17	15 7 6	14	18 15 3	53	53 7 6	177	127 14 3

(2.)—OUTWARDS.

From Roadsteads or Piers in Mount's Bay to Sea.	3	1 4 –	39	15 9 –	6	6 10 –	10	15 19 6	19	18 12 –	77	57 14 6
Distance Money – – – – –	–	– – –	–	– – –	–	– – –	2	1 – –	1	– 10 –	3	1 10 –
TOTAL – – –	3	1 4 –	39	15 9 –	6	6 10 –	12	16 19 6	20	19 2 –	80	59 4 6

PLYMOUTH.

NAMES of PILOTS.

See p. 38 of Parl. Paper, No. 408 of 1867.

RATES.

The Rates of Pilotage are the same as printed at p. 38 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—PLYMOUTH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Sea to Sound - -	1	1 10 –	1	1 4 4	217	463 6 –	79	162 12 10	204	421 10 6	23	48 7 7	525	1,098 11 3
Sea to Catwater -	–	– – –	–	– –	30	73 2 –	4	7 8 6	25	65 9 –	–	– –	59	145 19 6
Sea to Sutton Pool -	–	– – –	1	1 12 –	14	25 13 6	–	– –	14	28 13 –	1	1 16 –	30	57 14 6
Sea to Mill Bay -	2	3 4 –	26	46 15 6	8	20 6 –	35	94 19 4	8	21 1 7	16	47 10 1	95	233 16 6
Sea to Stonehouse ool.	–	– – –	–	– –	2	6 13 –	–	– –	6	19 17 –	1	2 12 6	9	29 2 6
Sea to Hamoaze -	1	2 – –	–	– –	–	– –	1	4 7 9	4	10 6 6	–	– –	6	16 14 3
Sound to Catwater -	–	– – –	–	– –	3	8 9 6	4	8 12 3	–	– –	8	18 12 11	15	35 14 8
Sound to Sutton Pool	–	– – –	–	– –	4	5 12 6	4	5 18 6	8	11 15 3	4	5 19 2	20	29 5 5
Sound to Mill Bay -	–	– – –	5	8 13 3	4	8 8 9	16	29 15 –	6	15 3 –	21	38 18 3	52	100 18 3
Sound to Stonehouse ool.	–	– – –	–	– –	–	– –	6	14 13 10	4	8 9 1	3	6 – 9	13	29 3 8
Sound to Hamoaze -	–	– – –	–	– –	–	– –	–	– –	1	1 – –	–	– –	1	1 – –
Sea to Cawsand Bay	–	– – –	–	– –	–	– –	1	2 9 1	–	– –	–	– –	1	2 9 6
sporting within the arbour and Lay Days.	–	– – –	–	– –	7	16 17 10	2	4 8 –	–	– –	4	6 9 10	13	27 15 8
ance Money - -	–	– – –	–	– –	6	10 18 6	5	7 8 8	6	11 2 3	–	– –	17	29 9 3
TOTAL - - -	4	6 14 –	33	58 5 1	295	639 6 9	157	342 14 –	286	614 7 2	81	176 7 1	856	1,837 14 11

(2.)—OUTWARDS.

m Sound to Sea - -	1	1 10 –	3	5 14 –	144	305 15 3	86	173 – 11	113	244 10 9	26	53 18 1	373	784 9 –
m Catwater to Sea -	–	– – –	–	– –	9	19 6 –	6	10 8 –	11	20 8 –	4	8 1 3	30	58 3 3
m Sutton Pool to Sea -	–	– – –	–	– –	6	11 16 –	1	1 7 –	1	1 12 –	3	4 13 –	11	19 8 –
m Mill Bay to Sea -	–	– –	55	102 17 2	3	5 16 1	36	97 14 9	4	7 11 6	17	45 7 1	115	259 6 7
m Stonehouse Pool to Sea.	–	– –	–	– –	–	– –	1	1 5 3	1	1 10 –	4	5 14 –	6	8 9 3
m Hamoaze to Sea -	–	– –	1	1 16 –	2	3 4 –	1	3 9 4	1	4 10 -	–	– –	5	12 19 4
m Catwater to Sound -	–	– –	–	– –	2	3 9 –	5	9 16 3	1	2 19 6	–	– –	8	16 4 9
m Mill Bay to Sound -	–	– –	–	– –	–	– –	6	11 4 –	–	– –	4	7 7 4	10	18 11 4
m Stonehouse Pool to Sound.	–	– –	–	– –	–	– –	3	3 15 9	–	– –	–	– –	3	3 15 9
m Sutton Pool to Sound	–	– –	–	– –	–	– –	–	– –	–	– –	1	1 19 6	1	1 19 6
m Cawsand Bay to Sea	–	– –	–	– –	–	– –	1	2 9 6	–	– –	–	– –	1	2 9 6
stance Money - -	–	– –	–	– –	9	28 2 –	2	10 18 8	10	53 5 3	2	33 – –	23	125 5 11
TOTAL - - -	1	1 10 –	59	110 7 2	175	377 8 4	148	325 9 5	142	336 7 –	61	160 – 3	586	1,311 2 2

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

POOLE.

NAMES of PILOTS.

See p. 39 of Parl. Paper, No. 408 of 1867.

RATES.

The Rates of Pilotage are the same as printed at p. 39 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea (between St. Alban's and Christchurch Heads) to Poole.	–	– –	2	2 7 –	6	6 12 6	3	5 4 –	2	2 16 6	4	8 12 7	17	25 12 7
From Sea to Studland Bay	–	– –	17	16 13 –	1	– 15 –	–	– –	–	– –	1	2 – –	19	19 8 –
From Studland Bay or Bar to Poole.	197	168 2 4	65	56 11 9	42	47 13 6	13	16 2 10	10	11 10 –	21	31 8 3	348	331 8 8
Lay Days, Tide Work, and Shifting Berth.	1	– 15 –	–	– –	1	1 2 6	1	– 15 –	–	– –	2	2 – –	5	4 12 6
Distance Money –	–	– –	–	– –	–	– –	–	– –	2	5 5 –	–	– –	2	5 5 –
TOTAL – – –	198	168 17 4	84	75 11 9	50	56 3 6	17	22 1 10	14	19 6 6	28	44 – 10	391	386 6 9

(2.)—OUTWARDS.

From Poole to Bar and Studland Bay.	140	123 16 5	30	24 5 –	35	39 1 –	11	12 2 7	11	12 3 9	16	18 8 7	243	229 17 4
From Studland Bay to Sea	–	– –	3	2 19 3	1	– 15 –	–	– –	–	– –	–	– –	4	3 14 3
Distance Money – –	–	– –	–	– –	–	– –	–	– –	–	– –	1	3 – –	1	3 – –
TOTAL – – –	140	123 16 5	33	27 4 3	36	39 16 –	11	12 2 7	11	12 3 9	17	21 8 7	248	236 11 7

PORTMADOC.

NAMES of PILOTS.

See p. 33 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 40 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour of Portmadoc.	33	8 16 2	449	194 8 10	2	1 13 –	121	75 – –	1	– 12 –	606	280 10 –

(2.)—OUTWARDS.

From Harbour of Portmadoc to Sea.	24	6 9 10	452	194 14 11	1	– 11 3	117	72 2 5	1	– 12 –	595	274 10 5

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

ROCHESTER.

NAMES of PILOTS.

See p. 40 of Parl. Paper, No. 408 of 1867. Add the name of John Reed Brown, aged 24.

RATES.

The Rates of Pilotage are the same as printed at p. 5 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
om the Nore to Sheerness -	–	– – –	1	1 14 6	–	– – –	–	– – –	2	2 6 –	–	– – –	3	4 – 6
om the Nore to Chatham and Rochester.	2	5 1 6	–	– – –	5	13 10 –	–	– – –	15	52 12 4	5	15 4 6	27	86 8 4
om Sheerness to Chatham and Rochester.	3	8 2 6	–	– – –	15	32 – –	10	31 1 9	53	142 4 10	7	21 1 11	88	234 11 –
TOTAL - - -	5	13 4 –	1	1 14 6	20	45 10 –	10	31 1 9	70	197 3 2	12	36 6 5	118	324 19 10

(2.)—OUTWARDS.

om Rochester and Chatham to Sea.	–	– – –	–	– – –	2	11 8 6	3	22 8 6	14	89 19 –	–	– – –	19	123 16 –
om Sheerness to Sea - -	–	– – –	–	– – –	2	10 19 6	–	– – –	9	52 12 6	–	– – –	11	63 12 –
om Chatham to Sheerness -	–	– – –	–	– – –	–	– – –	–	– – –	2	3 19 –	–	– – –	2	3 19 –
om Chatham to the Nore -	–	– – –	1	2 12 –	–	– – –	–	– – –	1	2 2 –	–	– – –	2	4 14 –
om the Nore to Sea - -	–	– – –	–	– – –	–	– – –	–	– – –	1	2 – –	–	– – –	1	2 – –
om Sheerness to the Nore -	1	2 6 –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	1	2 6 –
TOTAL - - -	1	2 6 –	1	2 12 –	4	22 8 –	3	22 8 6	27	150 12 6	–	– – –	36	200 7 –

RYE.

NAMES of PILOTS.

See p. 35 of Parl. Paper, No. 433 of 1866.

RATES.

The Rates of Pilotage are the same as printed at p. 41 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
om Sea to Pier - -	23	24 8 9	20	24 1 10	5	5 9 6	2	2 14 –	1	1 16 –	9	13 16 10	60	72 6 11
om Sea to Town - -	13	14 19 8	18	17 15 4	–	– – –	5	6 19 3	1	– 16 10	4	3 17 1	41	44 8 2
TOTAL - - -	36	39 8 5	38	41 17 2	5	5 9 6	7	9 13 3	2	2 12 10	13	17 13 11	101	116 15 1

(2.)—OUTWARDS.

om Town to Sea - -	4	4 12 6	16	17 1 2	–	– – –	1	– 13 6	2	1 6 –	1	– 17 6	24	24 10 8
om Pier to Sea - -	12	9 5 7	10	7 8 9	2	1 14 6	2	1 1 4	2	1 4 6	7	4 19 10	35	25 14 6
TOTAL - - -	16	13 18 1	26	24 9 11	2	1 14 6	3	1 14 10	4	2 10 6	8	5 17 4	59	50 5 2

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

SCILLY.

NAMES of PILOTS.

See p. 41 of Parl. Paper, No. 408 of 1867. Add the names of James Nance, aged 34; George Adolphus Nance, aged 27; Richard James Ellis, aged 28; and William James Tender, aged 23. Omit the names of W. H. Woodcock, J. Jenkins, William Jenkins, and James Jenkins.

RATES.

The Rates of Pilotage are the same as printed at p. 42 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Scilly	55	46 5 9	3	4 7 10	60	149 2 3	10	35 8 4	66	152 15 7	–	– –	194	387 19 9
Distance Money	–	– –	–	– –	4	33 – –	–	– –	7	44 – –	7	53 – –	18	130 – –
TOTAL	55	46 5 9	3	4 7 10	64	182 2 3	10	35 8 4	73	196 15 7	7	53 – –	212	517 19 9

(2.)—OUTWARDS.

From Scilly to Sea	44	35 – 5	3	5 7 10	53	137 17 2	9	32 14 11	60	140 11 5	–	– –	169	351 11 9
Distance Money	–	– –	–	– –	3	17 – –	1	8 – –	1	7 – –	–	– –	5	32 – –
TOTAL	44	35 – 5	3	5 7 10	56	154 17 2	10	40 14 11	61	147 11 5	–	– –	174	383 11 9

SHOREHAM.

NAMES of PILOTS.

See p. 41 of Parl. Paper, No. 408 of 1867.

RATES.

The Rates of Pilotage are the same as printed at p. 43 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour	8	8 15 –	352	427 7 6	5	2 15 6	36	40 18 5	4	2 – 6	93	93 3 8	498	575 – 7

(2.)—OUTWARDS.

From Harbour to Sea	–	– –	366	164 7 7	1	– 9 –	35	17 3 2	1	– 7 6	87	39 – 2	490	221 7 5
Distance Money (Selsea District).	5	7 5 –	–	– –	–	– –	–	– –	1	3 – –	–	– –	6	10 5 –
TOTAL	5	7 5 –	366	164 7 7	1	– 9 –	35	17 3 2	2	3 7 6	87	39 – 2	496	231 12 5

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

SOUTHAMPTON.

NAMES of PILOTS.

See p. 42 of Parl. Paper, No. 408 of 1867. Add the names of Thomas Turnbull, aged 37; Richard Bowyer, aged 36. cond Class: W. C. Bowyer, aged 21; Edward J. Seymour, aged 23. Omit the names of J. Ockelford and Jas. Lebburn.

RATES.

The Rates of Pilotage are the same as printed at p. 44 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
om Sea to Southampton -	–	– – –	2	1 10 –	–	– – –	3	12 9 –	5	19 8 –	4	15 1 10	14	48 8 10
om Spithead to Southampton	–	– – –	3	3 – 9	2	1 15 6	1	– 18 –	11	16 – –	67	112 2 4	84	133 16 7
om Leap to Southampton -	2	2 18 –	2	1 19 –	9	12 19 –	78	106 7 8	7	12 5 –	6	9 19 –	104	146 7 8
om Calshot to Southampton	–	– – –	–	– – –	–	– – –	–	– – –	1	1 13 –	–	– – –	1	1 13 –
om Newton to Southampton -	–	– – –	16	23 4 –	–	– – –	1	1 9 –	–	– – –	–	– – –	17	24 13 –
om Stoke's Bay to Southampton.	–	– – –	–	– – –	1	1 2 –	–	– – –	8	16 4 –	–	– – –	9	17 6 –
om Cowes to Southampton -	3	1 11 –	8	5 17 –	–	– – –	2	2 5 4	1	1 4 –	1	1 4 –	15	12 1 4
om Brambles to Southampton	5	6 10 1	4	5 16 –	28	46 13 5	21	31 6 3	35	58 12 3	3	6 – 9	96	154 18 9
om Motherbank to Southampton.	–	– – –	–	– – –	–	– – –	2	3 7 6	–	– – –	34	66 13 5	36	70 – 11
to and out of places within the District, and Docking.	328	181 18 –	26	17 16 6	–	– – –	–	– – –	4	2 2 6	1	1 1 –	359	202 18 –
stance Money - - -	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	1	3 3 –	1	3 3 –
TOTAL - - -	338	192 17 1	61	59 3 3	46	62 9 11	108	158 2 9	72	127 8 9	117	215 5 4	736	815 7 1

(2.)—OUTWARDS.

om Southampton to Sea -	6	12 15 6	4	11 11 9	16	57 3 9	120	554 12 –	28	88 2 –	112	522 7 9	286	1,186 12 9
om Southampton to Brambles	1	1 – –	7	6 18 –	6	6 17 –	–	– – –	7	9 19 –	–	– – –	21	24 14 –
om Southampton to Needles	–	– – –	–	– – –	–	– – –	1	4 19 9	–	– – –	–	– – –	1	4 19 9
om Southampton to Newton	–	– – –	17	17 – –	–	– – –	–	– – –	–	– – –	–	– – –	17	17 – –
om Southampton to Spithead	–	– – –	1	– 18 –	1	1 13 –	–	– – –	1	1 8 6	–	– – –	3	3 19 6
om Southampton to Calshot -	2	1 16 –	–	– – –	–	– – –	–	– – –	1	1 4 –	–	– – –	3	3 – –
om Southampton to Cowes -	7	3 10 –	2	1 7 –	–	– – –	–	– – –	4	6 3 6	–	– – –	13	11 – 6
om Southampton to Redbridge	8	3 7 –	2	1 2 6	–	– – –	–	– – –	–	– – –	–	– – –	10	4 9 6
om Cowes Roads to Sea -	–	– – –	–	– – –	1	3 – –	1	3 18 6	1	2 8 9	–	– – –	3	9 7 3
om Brambles to Roads -	–	– – –	–	– – –	1	2 1 7	–	– – –	–	– – –	–	– – –	1	2 1 7
TOTAL - - -	24	22 8 6	33	38 17 3	25	70 15 4	122	563 10 3	42	109 5 9	112	522 7 9	358	1,267 4 10

TEIGNMOUTH.

NAMES of PILOTS.

See p. 43 of Parl. Paper, No. 408 of 1867. Omit the name of Thomas Stiggins, jun.; and add the names of S. Matthews, aged 26; William Henry Matthews, aged 27; and Alonzo Ward, aged 38.

RATES.

The Rates of Pilotage are the same as printed at p. 45 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—TEIGNMOUTH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - -	50	41 2 8	140	159 2 10	3	5 19 –	13	18 10 1	–	– – –	7	15 – –	213	239 14 7
(2.)—OUTWARDS.														
From Harbour to Sea - -	37	16 18 3	147	80 14 10	1	– 8 2	8	7 15 5	2	1 17 4	5	4 1 9	200	111 15 9

WELLS.

NAMES of PILOTS.

See p. 43 of Parl. Paper, No. 408 of 1867.

RATES.

The Rates of Pilotage are the same as printed at p. 46 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Wells - - -	4	1 18 7	2	1 – 3	1	– 15 –	2	– 17 3	5	3 3 –	14	7 14 1
(2.)—OUTWARDS.												
From Wells to Sea - - -	4	1 11 6	1	– 7 6	–	- -	–	- -	4	2 2 –	9	4 1 –

WEYMOUTH.

NAMES of PILOTS.

See p. 44 of Parl. Paper, No. 408 of 1867. Add the name of Geo. J. Brown, aged 29.

RATES.

The Rates of Pilotage are the same as printed at p. 47 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—WEYMOUTH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	OVERSEA. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
n Sea to Weymouth	14	14 14 6	1	1 10 –	22	40 2 –	3	5 9 1	40	82 – 3	1	2 11 –	81	146 6 10
oads and Portland Bay.														
n Weymouth and Port-	73	108 4 4	4	4 8 6	11	19 15 6	3	2 4 –	8	13 – 9	3	5 8 4	102	153 1 5
nd Roads to Harbour.														
n Sea to Lyme - -	34	33 2 –	–	- -	–	- -	–	- -	–	- -	–	- -	34	33 2 –
tance Money - -	–	- -	–	- -	5	32 8 –	–	- -	2	7 2 –	1	12 12 –	8	52 2 –
TOTAL - - -	121	156 – 10	5	5 18 6	38	92 5 6	6	7 13 1	50	102 3 –	5	20 11 4	225	384 12 3

(2.)—OUTWARDS.

m Weymouth and Port-	2	2 18 6	–	- -	27	63 5 7	–	- -	17	35 9 9	1	1 13 9	47	103 7 7
nd Roads to Sea.														
m Weymouth Harbour	10	10 – 6	2	1 5 6	6	10 17 8	–	- -	6	5 16 9	–	- -	24	28 – 5
o Weymouth and Port-														
nd Roads.														
m Lyme to Sea - -	33	31 14 –	–	- -	–	- -	1	– 11 3	–	- -	–	- -	34	32 5 3
tance Money - -	–	- -	–	- -	2	16 10 –	–	- -	3	21 – –	–	- -	5	37 10 –
TOTAL - - -	45	44 13 –	2	1 5 6	35	90 13 3	1	– 11 3	26	62 6 6	1	1 13 9	110	201 3 3

WOODBRIDGE.

NAMES of PILOTS.

See p. 44 of Parl. Paper, No. 408 of 1867.

RATES.

The Rates of Pilotage are the same as printed at p. 48 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	OVERSEA. Not Towed by Steam. No.	Amount.	FOREIGN VESSELS. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
om Sea to Harbour - - -	331	96 8 4	5	1 1 10	2	– 15 5	4	2 3 6	342	100 9 1
om Sea to Bowships - - -	18	9 17 3	–	- -	–	- -	1	1 1 8	19	10 18 11
om Bowships to Lower Quay -	69	25 13 11	3	1 5 –	–	- -	–	- - -	72	26 18 11
om Bowships to Upper Quay -	64	24 14 1	–	- -	–	- -	–	- - -	64	24 14 1
om Bowships to Melton - -	11	4 5 10	–	- -	–	- -	–	- - -	11	4 5 10
om Bowships to Waldringfield -	1	– 4 2	–	- -	–	- -	–	- - -	1	– 4 2
de Work, Shifting Berth, &c. -	50	7 7 –	–	- -	–	- -	–	- - -	50	7 7 –
TOTAL - - -	544	168 10 7	8	2 6 10	2	– 15 5	5	3 5 2	559	174 18 –

(2.)—OUTWARDS.

om Harbour to Sea - - -	331	81 7 11	3	– 12 6	–	- -	7	3 1 6	341	85 1 11
om Melton to Bowships - -	12	4 10 10	–	- -	–	- -	–	- - -	12	4 10 10
om Upper Quay to Bowships -	74	24 13 7	1	– 5 –	–	- -	1	1 – 10	76	25 19 5
om Lower Quay to Bowships -	52	18 18 3	3	1 1 8	–	- -	2	1 2 8	57	21 2 7
TOTAL - - -	469	129 10 7	7	1 19 2	–	- -	10	5 5 –	486	136 14 9

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

YARMOUTH.

NAMES of PILOTS.

See p. 45 of Parl. Paper, No. 408 of 1867.

RATES.

The Rates of Pilotage are the same as printed at p. 62 of Parl. Paper, No. 251 of 1868.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Roads - -	1	- 16 6	-	- - -	7	16 4 -	2	4 16 -	24	64 2 6	4	8 1 6	38	94 - 6
From Roads to Harbour -	31	28 3 -	54	56 5 6	14	14 7 3	72	119 17 -	18	18 5 3	68	100 18 -	257	337 16 -
From Sea to Harbour (Fishing Vessels).	213	53 5 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	213	53 5 -
Tide Work, &c. - -	16	5 13 -	-	- - -	-	- - -	-	- - -	-	- - -	1	- 5 -	17	5 18 -
TOTAL - - -	261	87 17 6	54	56 5 6	21	30 11 3	74	124 13 -	42	82 7 9	73	109 4 6	525	490 19 6

(2.)—OUTWARDS.

From Roads to Sea - -	-	- -	-	- - -	14	19 10 -	8	11 18 3	11	17 16 -	7	9 7 6	40	58 11 9
From Harbour to Roads -	-	- -	44	36 10 4	4	3 13 -	27	36 9 6	-	- -	44	33 3 1	119	109 15 11
From Harbour to Sea (Fishing Vessels).	39	9 15 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	39	9 15 -
TOTAL - - -	39	9 15 -	44	36 10 4	18	23 3 -	35	48 7 9	11	17 16 -	51	42 10 7	198	178 2 8

SUMMARY OF THE TRINITY HOUSE RETURNS.

As to PILOTS.

Number of Pilots in the London District - - - - -	385
Number of Pilots in the Outports - - - - - - -	483
AGGREGATE NUMBER - - -	868

As to RECEIPTS for PILOTAGE.

	INWARDS.	OUTWARDS.
	£. s. d.	£. s. d.
Amount received in the London District for Pilotage -	75,829 8 6	44,214 - 4
Amount received at the Outports for Pilotage - -	22,732 18 4	13,951 11 1
£.	98,562 6 10	58,165 11 5

AGGREGATE RECEIPTS - - - - £. 156,727. 18. 3.

Trinity House, London.

Robin Allen,
Secretary.

PORT OF SUNDERLAND.

BYE-LAWS and REGULATIONS.

See pp. 19, 20, 21, and 22 of Parl. Paper, No. 251 of 1868.

NAMES of PILOTS.

Full Branch and Acting Order Pilots.

Omit the names of Charles Donkin, Thomas Sutton, sen., Henry Jones, William Rowell, William Welsh, and Thomas Williamson. Add the names of Michael Hall, aged 22; Joseph Lindsay, aged 22; Henderson B. Winter, aged 22; and Abm. Thompson, aged 22.

Acting Order Pilots Licensed to conduct Ships not exceeding 150 *Tons Register.*

Omit the Names of Joseph Lindsay and Edward Allison.

RATES of PILOTAGE.

The Pilotage is 1*s.* 3*d.* per foot into, and 1*s.* 3*d.* per foot out of this Port, from 1st April to 1st October ; and from 1st October to 1st April, 1*s.* 6*d.* per foot each way.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
om Sea to Sunderland - -	90	49 19 6	12	9 - 9	6	3 10 -	108	62 10 3

(2.)—OUTWARDS.

om Sunderland to Sea - -	167	124 15 6	28	22 17 -	11	9 14 -	206	157 6 6

Note.—The source from which this information is derived, is the return which, under bye-law, No. 8, the pilots are required to send in at the expiration each month of the number of vessels piloted by them during the month, and the sums received for pilotage ; but from the irregular manner in which ese returns are made, notwithstanding frequent remonstrances on the part of the Board, this return is necessarily deficient and imperfect ; neither do e returns sent in by the pilots show whether the vessels piloted by them were towed by steam, but nearly all the vessels entering and leaving the rt (excepting small coasters) employ a steam-tug.

PORT OF SUNDERLAND—*continued.*

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE for the Year ending 29 June 1868.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance from last year	56	–	8	By renewal fees	342	–	–
To salary, pilot ruler and clerk, one year	200	–	–	By new acting orders	4	–	–
To office expenses	27	18	1	By new license	2	–	–
To rent	15	5	6	By compensation money	1,957	6	–
To printing, advertising, and stationery	20	13	–	By fines levied	2	10	–
To returned licenses	1	1	–	By interest, less income tax	105	12	8
To pensions	22	10	–				
To River Wear Commissioners, cash on bond	2,000	–	–				
To balance in hands of bankers	70	–	5				
£.	2,413	8	8	£.	2,413	8	8

STATEMENT of the INCOME and EXPENDITURE of the Sunderland Pilotage Commissioners for the Half-year ending 31 December 1868.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last year			70 – 5	By compensation money paid to 164 pilots, 2 *l.* each			328 – –
To renewal fees for licenses received from 164 pilots, at 2 *l.* each	328	–	–	By salary due to late pilot ruler	50	–	–
To renewal fee for one acting order	1	–	–	By salary paid to present pilot ruler	35	8	4
			329 – –	By salary paid to lad in pilot ruler's office	4	4	–
To fees received for six new licenses	12	–	–	By salary paid to Mr. C. S. Moon, as auditor (three years)	6	6	–
							95 18 4
To fees received for five new acting orders	10	–	–	By amount paid for cleaning office, coals, &c.			1 12 6
			22 – –	By amount paid for postage and receipt stamps, and stationery			– 2 6
To Mr. C. S. Moon's contribution to funds of Pilotage Commission			6 6 –	By pensions:			
				Thomas S. Brown	4	–	–
				William Davison	4	–	–
				Jane Carter	4	–	–
							12 – –
To half-year's interest on 2,400 *l.*, invested with River Wear Commissioners, less property tax			58 10 –	By amount paid on returned licenses:			
				Charles Donkin	2	10	–
				Thomas Potts	2	10	–
				Thomas Donkin	–	10	–
							5 10 –
							443 3 4
				Balance in hands of bankers	42	13	1
							42 13 1
				Invested with River Wear Commissioners	2,400	–	–
				Available Balance £.	2,442	13	1
£.			485 16 5	£.			485 13 5

9 July 1869.

J. S. Robinson, Clerk.

PORT OF GREENOCK.

BYE-LAWS and RATES of PILOTAGE issued by the *Clyde* Pilot Board.

The Bye-Laws and Rates are the same as those in force at the Port of *Glasgow*,—which see.

NAMES of PILOTS (Deep Sea).

les Hugh Brew - - aged 39	Alexander Campbell - - aged 46	Allan Stewart Allison - aged 53
M'Neil - - - - 38	Hugh Turner - - - - 54	John M'Kenzie - - - - 50
ander Jamieson - - - 50	John Turner - - - - 49	Charles Mackay - - - 41
M'Corquodale - - - 56	William Adams - - - 50	Alexander Daw - - - 52
ert Lee - - - - 45	Robert Grant - - - - 60	
n Turner - - - - 45	Archibald M'Bride - - - 62	No Apprentices.

AMOUNT received for Pilotage of Vessels in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.									
			Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
			No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
				£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
any place betwixt the Cumbrae and och Lights to Greenock or Port Glasgow.	-	nil -	2	12 10 -	10	48 11 -	3	9 5 1	-	- - -	15	70 6 1
a line drawn between the Cloch Light d Dunoon Pier to Port Glasgow, or to any ermediate place, or from any intermediate ace to any other intermediate place.	-	-	1	1 3 1	39	39 - 6½	-	- - -	27	17 11 4½	67	57 15 -
Greenock, or off Greenock, to Gareloch ead.	-	-	-	- - -	2	10 7 -	-	- - -	-	- - -	2	10 7 -
TOTAL - -	-	-	3	13 13 1	51	97 18 6½	3	9 5 1	27	17 11 4½	84	138 8 1

(2.)—OUTWARDS.

n Greenock or Port Glasgow to Cumbrae d Cloch Lights.	-	nil -	27	202 4 10½	37	169 5 7	29	145 13 6	8	52 6 6	101	569 10 5½
n Port Glasgow to a line drawn between e Cloch Light and Dunoon Pier, or to any termediate place, or from any intermediate ace to any other intermediate place.	-	-	1	1 - -	7	6 4 6	-	- - -	4	2 - -	12	9 4 6
TOTAL - - -	-	-	28	203 4 10½	44	175 10 1	29	145 13 6	12	54 6 6	113	578 14 11½

ACCOUNT of Monies received and expended in respect of Pilots or Pilotage.

Dr.	£. s. d.	*Cr.*	£. s. d.
amount of fees received from applicants or licenses and certificates - - -	4 - -	By amount paid for salaries of secretary, clerk, and other officers - - -	4 - -
gross amount received for Inward pilotage	138 8 1	By amounts retained by pilots - - -	717 3 -½
gross amount received for Outward pilotage	578 14 11½		
£.	721 3 -½	£.	721 3 -½

16 June 1869.

John Kerr Gray, Secretary.

PORT OF SLIGO.

BYE-LAWS.—Nil.

NAMES of PILOTS.

Pat Caraway	aged 39	Michael Gillon	aged 56
James Caraway	60	Pat Bruen	53
John M'Loghlin	69	John M'Gowan	43
Francis Herarty	60	John Bruen, sen.	43
Bartly Hart	39	John Bruen, jun.	40
Pat Caraway, jun.	33	William Gillon	45
Martin Burns	67	Pat Gillon	64
Michael Conway, sen.	64	Michael Burns	33
Michael Conway, jun.	42	Andrew Kilgallon	35
Francis Feeney	56		

Limits of License:—To pilot vessels to and from the Wheaten Rock, in Sligo Bay, and the Quays of Sligo.

The harbour authorities pay a salary to a master pilot, Redmond Bruen, aged 73, out of the harbour funds.

APPRENTICES.

Apprentices time all up, waiting for licences as pilots. Harbour authorities are not taking any more apprentices.

RATES of PILOTAGE.

INWARDS - { 3 *s.* per foot from 1st October to 31st March. / 2 *s.* 6 *d* per foot from 1st April to 30th September.

OUTWARDS - { 2 *s.* 6 *d.* per foot from 1st October to 31st March. / 2 *s.* per foot from 1st April to 30th September.

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. *s.* *d.*		£. *s.* *d.*		£. *s.* *d.*		£. *s.* *d.*
From Wheaten Rock (in Sligo Bay) to Sligo Quays.	306	381 19 1	8	13 2 4	9	15 5 –	323	410 6 5

(2.)—OUTWARDS.

From Sligo Quays, or Oyster Island, to Sea	254	249 15 2	8	10 4 5	9	12 9 –	271	272 8 7

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. *s.* *d.*	*Cr.*	£. *s.* *d.*
To amount received as contribution to superannuation or widows' fund	40 – –	By amount paid for salaries of secretary, clerk, and other officers	23 7 5
To amount received for fines and forfeitures	1 10 –	By amount paid for pensions or superannuations	40 – –
To gross amount received for — Inward pilotage	410 6 5	By balance paid pilots	660 17 7
— Outward pilotage	272 8 7		
£.	724 5 –	£.	724 5 –

9 July 1869.

Moses Mond, Secretary.

PORT OF WATERFORD.

BYE-LAWS and RATES of PILOTAGE issued by the Harbour Commissioners.—The Bye-Laws and Rates printed at pp. 269, 270, of Parl. Paper, No. 516 of 1855, still remain in force.

NAMES of PILOTS.

John Murray - - - aged 72	Thomas Baston - - - aged 60	Patrick Power - - - aged 39
Thomas Kelly - - - - 65	James Phelan - - - - 68	Patrick Barry - - - - 46
Edward Rogers - - - - 54	John Robinson - - - - 42	James Barry - - - - 39
Michael Connors - - - - 64	Edward Fitzgerald - - - 51	Oswald Robinson - - - - 44
Patrick Kelly - - - - 59	John Dingley - - - - 64	Isaac Ryan - - - - - 28
Thomas Henry - - - - 51	Robert Butler - - - - 54	Patrick Rogers - - - - 29
James Baston - - - - 56	John Diggins - - - - 55	Christopher Cherry - - - 29
William Walsh - - - - 51	Thomas Glody - - - - 54	John Glody - - - - - 27
Thomas Power - - - - 50	John Butler - - - - 58	John Kennedy - - - - 27
Edward Kelly - - - - 49	John Mackey - - - - 41	John Rogers - - - - 27
John Fowler - - - - 46	Edward Delaney - - - - 44	Samuel Mitchell, jun. - - - 25

RATES of PILOTAGE.

Ballast Office, Waterford, 29 June 1869.

THE Commissioners for Improving the Port and Harbour of Waterford desire to give notice, that on and after the 25th March next, pilotage will be charged according to the annexed Schedule.

Coasters not exceeding 20 tons register are exempt from harbour tonnage duty, and (unless a pilot be actually taken) from Pilotage.

Hugh N. Nevins, Secretary,
Waterford Harbour Commissioners.

INWARDS.

	RATE PER FOOT OF DRAFT OF WATER.					
	Summer Half-year.			Winter Half-year.		
	To Passage.	To Cheekpoint.	To Waterford.	To Passage.	To Cheekpoint.	To Waterford.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
From Great Newton Head, Westward, or Saltees, Eastward:						
Vessels drawing 12 feet of water or upwards - - - -	- 2 6	- 3 -	- 4 1	- 3 -	- 3 6	- 4 8
Vessels drawing more than 6 feet and less than 12 feet - -	- 2 -	- 2 4	- 3 4	- 2 6	- 2 10	- 3 11
From Foilskirt, Westward, or Bag and Bun, Eastward:						
Vessels drawing 12 feet water, or upwards - - - -	- 2 2	- 2 8	- 3 9	- 2 6	- 3 -	- 4 2
Vessels drawing more than 6 feet and less than 12 feet - -	- 1 10	- 2 2	- 3 2	- 2 4	- 2 8	- 3 9
From Hook Tower, or below Duncannon:						
Vessels drawing 12 feet water, or upwards - - - -	- 1 8	- 2 2	- 3 3	- 1 10	- 2 4	- 3 6
Vessels drawing more than 6 feet and less than 12 feet - -	- 1 3	- 1 7	- 2 7	- 1 6	- 1 10	- 2 11
From Passage:						
Vessels drawing 12 feet water, or upwards - - - -	- -	- - 6	- 1 7	- -	- - 6	- 1 8
Vessels drawing more than 6 feet and less than 12 feet - -	- -	- - 4	- 1 4	- -	- - 4	- 1 5
From Cheekpoint:						
Vessels drawing 12 feet water, or upwards - - - -	- -	- -	- 1 1	- -	- -	- 1 2
Vessels drawing more than 6 feet and less than 12 feet - -	- -	- -	- 1 -	- -	- -	- 1 1

OUTWARDS.

	RATE PER FOOT OF DRAFT OF WATER.					
	Summer Half-year.			Winter Half-year.		
	To Cheekpoint.	To Passage.	To Hook Tower.	To Cheekpoint.	To Passage.	To Hook Tower.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
From Waterford:						
Vessels drawing 12 feet water, or upwards - - - -	- 1 1	- 1 7	- 2 9	- 1 2	- 1 8	- 3 1
Vessels drawing more than 6 feet and less than 12 feet - -	- 1 -	- 1 4	- 2 2	- 1 1	- 1 5	- 2 7
From Cheekpoint:						
Vessels drawing 12 feet water, or upwards - - - -	- -	- - 6	- 1 8	- -	- - 6	- 1 11
Vessels drawing more than 6 feet and less than 12 feet - -	- -	- - 4	- 1 2	- -	- - 4	- 1 6
From Passage:						
Vessels drawing 12 feet water, or upwards - - - -	- -	- -	- 1 2	- -	- -	- 1 5
Vessels drawing more than 6 feet and less than 12 feet - -	- -	- -	- - 10	- -	- -	- 1 2

☞ The Summer half-year commences on the 25th March, and the Winter half-year on the 29th September.

PORT OF WATERFORD—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1868.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.						TOTALS.	
	COASTERS.			OVERSEA.			COASTERS.			OVERSEA.				
	No.	Amount.		No.	Amount.		No.	Amount.		No.	Amount.		No.	Amount.
		£.	s. d.		£.	s. d.		£.	s. d.		£.	s. d.		£. s. d.
From Saltees, eastward, or Newtown Head, westward, to Passage.	–	–	–	9	18	3 6	–	–	–	3	5	3 –	12	23 6 6
From ditto to Cheekpoint - -	–	–	–	5	12	5 6	–	–	–	9	20	2 –	14	32 7 6
From ditto to Waterford - -	–	–	–	40	121	4 5	–	–	–	45	147	11 3	85	268 15 8
From Bag and Bun, eastward, Foilskirt, westward, to Passage.	–	–	–	2	3	8 4	–	–	–	1	1	12 6	3	5 – 10
From ditto to Cheekpoint - -	–	–	–	2	4	16 –	–	–	–	–	–	–	2	4 16 –
From ditto to Waterford - -	–	–	–	13	33	19 2	–	–	–	14	38	9 2	27	72 8 4
From Hook Tower to Passage -	71	52	4 1	4	4	6 8	–	–	–	13	19	7 6	88	75 18 3
From ditto to Cheekpoint - -	215	168	19 7	–	–	–	–	–	–	–	–	–	215	168 19 7
From ditto to Waterford - -	832	1,265	15 2	22	46	17 10	–	–	–	14	34	17 11	868	1,347 10 11
From Passage to Waterford - -	39	26	3 4	2	1	17 6	–	–	–	2	2	10 –	43	30 10 10
TOTAL - - -	1,157	1,513	2 2	99	246	18 11	–	–	–	101	269	13 4	1,357*	2,029 14 5

2.—OUTWARDS.

From Waterford to Cheekpoint -	6	1	19 1	–	–	–	–	–	–	–	–	–	6	1 19 1
From Waterford to Passage - -	866	522	2 2	36	22	15 2	27	21	3 1	–	–	–	929	566 – 5
From Waterford to Hook Tower -	49	60	16 5	14	15	10 4	23	28	19 1	22	25	19 4	108	131 5 5
From Passage to Hook Tower -	29	16	14 9	8	5	2 8	–	–	–	20	17	7 5	57	39 4 10
From Cheekpoint to Hook Tower -	1	–	15 –	–	–	–	–	–	–	–	–	–	1	– 15 –
TOTAL - - -	951	602	7 5	58	43	8 2	50	50	2 2	42	43	6 9	1,101†	739 4 6

* Of the 1,357 vessels, paying 2,029 *l.* 14 *s.* 5 *d.*, 205 were coasters, paying 160 *l.* 14 *s.* 5 *d.*; nine foreign, oversea, went to New Ross, paying 20 *l.* 2 *s.* seven British, oversea, went to New Ross, paying 17 *l.* 1 *s.* 6 *d.*, where they paid pilotage. Amount not known at this office.

† Of the above number, 12 vessels, paying 6 *l.* 13 *s.*, passed through New Ross Harbour, and of their payments there we have no record.

Note.—No record kept as to whether vessels are towed by steam or not, as this office makes no change in charge and has no jurisdiction.

ACCOUNT of MONIES received and expended in respect of PILOTS and PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
Gross amount for Inward pilotage - -	2,029	14	5	Pilots' proportion of pilotage earned - -	1,740	13	
Gross amount for Outward pilotage - -	739	4	6	Salaries of pilot master and assistant - -	181	6	
Proportion of year's interest on bank account	15	5	4	Supplying boat and crew at Passage pilot station - - - - - - -	96	–	
				Rent of offices at Passage pilot station -	14	–	
				Incidental expenses - - - - -	23	19	
				Office expenses and other general charges at Waterford - - - - - -	215	5	
				Life boat subscription Tramore - - -	10	–	
				Life boat subscription Duncannon - -	10	–	
				Expenses of pilot cutter - - - -	288	15	
				Three superannuated pilots - - -	50	–	
				Pensions to widows and children of deceased pilots - - - - - - -	181	6	
Receipt - - -	2,784	4	3	Expenditure - - -	2,811	6	
Balance due to Harbour Commissioners on 31st December 1868 - - - - -	1,000	6	11	Balance stated on last account as due to Waterford Harbour Commissioners - -	973	4	
£.	3,784	11	2	£.	3,784	11	

Ballast Office, Waterford, 29 June 1869.

Hugh N. Nevins,
Secretary to the Harbour Commissioners

PILOTAGE.

ABSTRACT

OF

RETURNS

RELATING TO

PILOTS AND PILOTAGE

IN THE

UNITED KINGDOM,

(Year ending 31 December 1868).

In continuation of Parliamentary Paper, No. 251 of 1868.

(*Presented pursuant to Act of Parliament.*)

Ordered, by The House of Commons, *to be Printed,*
30 *April* 1869.

[*Price* 1 *s.* 2 *d.*]

178.

Under 12 *oz.*